

FIRST CLASS MAIL

"THE DANVILLE FLYER"

DANVILLE IL 61834-1013

P.O. BOX 1013

NATIONAL RAILWAY HISTORICAL SOCIETY

DANVILLE JUNCTION CHAPTER



On July 12, 2000 Rick Schroeder and Doug Nipper were on the way back from the first Lafayette tour when Rick caught 16K running eastbound between Johnsonville and Marshfield, IN. In the background you can see the signals at Johnsonville as well as the elevator at State Line. Rick commented that his new digital camera "really has a good telephoto lens", which this shot confirms.

DANVILLE FLYER

A PUBLICATION OF THE DANVILLE JUNCTION CHAPTER, INC. NRHS

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

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

Membership in the Chapter is open to anyone having an interest in any aspect of railroading. Dues per year are \$15.00 for Chapter membership in addition to \$17.00 for NRHS membership. Meetings are held on the third (3rd) Sunday of each month (except June, July, August and December) at the Pizza Inn Restaurant, Gilbert Street (Illinois Route 1) and Williams Street, next to CSX, in Danville, IL. with lunch beginning at 1:00 PM Central Time followed by meeting and program.

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Coming Events

December 17, 2000

Third operating session at Rossville. Time is 12:00 Noon to 3 PM. Bring some motive power to run and join the fun.

January 21, 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.

January 13 & 14, 2001

Louisville, KY, Great American Train Show at the Kentucky International Convention Center, 11 AM to 5 PM, \$6.

June 19-24, 2001

St. Louis, MO. - NRHS National Conven-

tion - Convention includes three rail trips, travel on Metro Link, the Museum of Transportation and a dinner river cruise. Contact R. Schroeder for advance registration form..

In this issue I have included an article about my memories around Danville. Wade started this and I would like some of you to write down your memories for publishing in the newsletter. You can do this longhand, typed or via E-mail. Lets preserve some history of the area and let some of our younger members know how it was.

Rick

Next Meeting

The next chapter meeting will be in **January** at the Pizza Inn on Williams Street adjacent to CSX. Lunch will begin at 1:00 PM and the meeting should start around 2:00 PM.

New Members - We welcome James Davis, 2318 West 300 South, Lafayette, IN 47909 to the Chapter. Jim checked out our home page and requested information. We also want to note member Dave Sherrill has moved to 16220 Arrowhead Drive north of Danville. Dave's new phone number is 759-8014.

Late News - The NS Lafayette cutover now planned for January, date not set yet.



One of our founding members was Bob Shanks. Bob was a conductor on the Wabash Railroad out of Tilton and he was very active in the Vermilion County Museum. Bob authored various railroad articles in the The Heritage of Vermilion County, the society's publication. Over the next few months I hope to have room to run some parts of the articles he published back in the 1970's. Bob was a good friend and gave me my first caboose ride on the Wabash from Attica back to Danville. Bob died in 1989 and I dedicated my work on our caboose in his memory. Editor

Vermilion County

The previous articles in this series dealt primarily with those railroads which intersected at Danville Junction. There were many others whose contributions to our growth in mining agriculture and manufacturing were equally valuable. Since the terminals of most of these other roads were located at a distance from Vermilion County, however, information about their early history is somewhat more scarce.

One of these pioneer roads still remains a prime facility of the county cutting across the extreme northern border from east to west. Arriving in 1871, the same time the C&EI was under construction in that area, this was known originally as The Lafayette, Bloomington and Muncie Railroad, later The Lake Erie and Western, and presently The Nickel Plate Road, (a part of the new Norfolk and Western merger).

One of the most interesting construction episodes in the county took place where this road and the C&EI were planning to intersect. This point was nothing but rolling prairie, situated near the dividing ridge between the waters of the Illinois and the Wabash Rivers; 42 miles from Lafayette, 27 miles from Danville and 24 miles from Watseka. The Hoopes farm was the only habitation in the immediate vicinity of this point. No railroad or trading area was nearer than the above named cities.

The future importance of such a junction point was obvious to the two railroad construction companies. Both saw the inevitable land boom in the area as soon as the roads met at that point. Both immediately procured tracts of land along the

C&EI right of way. One of them, The Young Company, bought all of that area on the east side from the several owners, while the other group. Snell and Taylor Company, purchased from Mr. Hoopes all that along the west side of the tracks.

Hoopeston Is Born

The tracks of the C&EI were laid through the site of the future city on July 24, 1871. The very next day the surveyors began laying out lots. Messrs. Davis and Satterthwait laid out eighteen acres on July 28, and called their town Hoopeston, while the Snell and Taylor Company platted 160 acres, calling it Leeds. Immediately; Thompson Brothers laid out the area east and north of the railroads and called it North Hoopeston. Now the battle was on in earnest, each group trying to outdo the other in developing their towns. In the wild speculation that followed, three separate towns were recorded. All eventually to become the City of Hoopeston, but not before much bitter strife between the different land speculators.

The developers of Leeds built a fine three-story hotel, an entire block of two-story brick buildings, and a livery stable which stood for many years. Most of the buildings were hardly used. The backers of Leeds were a bit too ambitious with their building, and were the eventual losers in the development battle. The rest of the speculators who had placed their faith in the area, were more successful and realized a considerable profit from the venture.

By January of 1872, the open prairie of five months before had become a thriving community of 245 people, with 70 buildings. By the next January, the population had grown to 800, with 180 buildings and 17 miles of streets. Danville, Chicago and many other cities were a great many years attaining similar growth. Only in the wild speculation and growth of the western mining towns of the nineteenth century can anything comparable to this sudden growth of Hoopeston be found.

Just as the coming of the two railroads was the germ that spawned the City of Hoopeston, so have they been responsible for its growth into a very important part of the county's manufacturing and agricultural life.

CSX and Norfolk Southern holding up amid fall traffic peak

CSX and Norfolk Southern have rebounded from the operational headaches that accompanied their 1999 split of Conrail, and appear to be weathering the fall traffic peak well.

"Service levels on Norfolk Southern are approaching—and in some cases exceeding—pre Conrail levels," Henry C. Wolf, NS vice chairman and chief financial officer, told the Salomon Smith Barney Transportation Conference on November 13. "During May 1999, prior to the split of Conrail, average train speed was 18.8 mph on Norfolk Southern and 19.8 mph on Conrail. For the week ending November 3, 2000—our most recent reporting period—our average train speed was 20.6 mph, better than our goal and a 15-percent improvement over the prior year."

Last year, shippers grew skeptical of the railroads' performance measures, as there was an inexplicable gap between the improving numbers and the poor level of service many shippers were receiving. That doesn't appear to be the case now. "Calls to the National Customer Service Center are at, or below, the level of calls on a smaller Norfolk Southern that we had during the same time frame in 1998," Wolf said. "Calls in September 2000 were 56 percent fewer than in September 1999 and 19 percent fewer than in September 1998."

On CSX, the Great Lakes Division is leading the way in improving average merchandise train velocity. The average speed of merchandise trains reached 30 mph in several daily measurements recently on the division, which is based in Cleveland. The systemwide average is 21 mph for all types of trains. Other divisions, including Albany, Baltimore, and the Florida Business Unit, are close behind Great Lakes, and are within their target 25-mph to 27-mph range.

"Improving train velocity pays big dividends for us in locomotive utilization and crew costs," says Emory Hill, general

manager of the Great Lakes Division. "We saw this as a competitive challenge and our people really wanted to be the best."

Workers at CSX's Cumberland (Md.) Yard were recognized for their third-quarter performance, as well as their role in reducing the time that cars typically spend in the yard. Cumberland has made substantial improvements in its dwell time: from 56 hours on November 12, 1999, to 19.4 hours on September 30, 2000.

Although the two big Eastern railroads may be getting their operational acts together, their balance sheets have not yet followed. Both CSX and NS are laying off workers in an effort to cut costs. CSX has begun cutting management and other non-union jobs at its rail, intermodal, and technology units, the Florida Times-Union reported. The job-cutting program was announced October 4. The railroad did not release the number of jobs that have been cut to date. "We do not see any value in releasing numbers," spokeswoman Kathy Burns told the newspaper. "There are no numbers from a personnel standpoint or a cost standpoint."

NS, meanwhile, laid off 27 workers in the former Norfolk & Western foundry and car shops in Roanoke, Va., the Roanoke Times reported. The foundry, which dates to 1907, will be closed January 11.

TRAINS On-Line, 11/15/00

2001 Dues are due

Last month we passed out the dues renewal statements at the operating session and the monthly meeting at Danville. Please forward your check to our treasurer Allen Cooke at P.O. Box 1013 in Danville, 61834. For NRHS members Allen has the receipt part to return to the national. Please return your payment as soon as possible. We look forward to having you as a member again next year. Be sure to update your address if there is a change and we would like to have your E-mail address if you access the Internet.

Operating Session

The second operating session is history and I believe everyone survived. No one got "pulled out of service" and only one or two cars were left in the industry. Like the real guys, we don't need that small business anyway.

Bob Gallippi had worked hard up to the hour of the session getting an additional throttle in place for walk around use. Attending this session were Bob Gallippi, Doug Butzow, Mark Ziebart, Doug Nipper, Allen Cooke, Steve Ridge, Bill Sandusky, Greg Bullias and Rick Schroeder. The yard crew of Doug B and Steve R got through the work in good shape and the next local out will be a huge one. Also, like the real thing, the yard is almost plugged. We have kept dwell time to a minimum however.

We will have another session on Sunday, December 17, beginning around 12:30 PM. As noted at the last few meetings, we are in the process of getting gas heat into the train room. It may not be in place by the 18th but we will have the kerosene heaters going. Be sure to dress warm, especially warm shoes.

The floor does get cold even with the carpet we put down last year.

Even if you aren't into model railroading we invite you to attend and have some fun. There are plenty of trains and if we have more operators than we need you can be an assistant, such as the local and yard jobs, or trade off on runs.

Yard Center and Stanleyville work good with two helping. This is a fun time and we hope you can come join us for some model railroading at Rossville.

Rick

November on the CNIC

The new plant at Harvey is still getting the kinks worked out of it. Chicago North is routinely still talking trains by the signal at Harvey on track 7. Maybe by the time phase 2 of the project is complete, things will work more consistently. The GTW side has had some signal troubles between Thornton Jct and Harvey fairly often.

There was a strange mishap at Champaign last week when the Engineer on the night lead job in C Yard failed to stop in a timely manner while shoving into a track. He shoved out on the lead at the other end of the yard, through several improperly lined switches, past the stop signal on the out-bound lead at Leverett Jct and through the power switch which was lined for the main track. The hand operated "High Stand" switch at the north end was destroyed and a new low stand switch now replaces it. The end of an era. The power switch also took a hit.

A new shoofly is being constructed at 18th St just north of McCormack Place in

Chicago. They are moving the tracks over to the west of their present location with a sharp curve. This is to make room for a new roadway extending to the north side of McCormack Place West.

The power crossovers at 21st St interlocking were removed for some strange reason late last month.

Changes were made to a few train operations. 338 which is the new Waterloo-Memphis train was changed in Chicago. Instead of an IC road crew going over to Hawthorne to get the train, a new transfer job on duty at Markham gets it. They bring 337 (Champaign-Hawthorne) north in the morning after its arrival (scheduled for about 1000) at Markham and turn at Hawthorne with 338. 338 is now a turn around freight job on duty at Markham scheduled to return from Champaign on 193. Sometimes it works, sometimes it doesn't. Having been on the job for four days this weekend until today. We only made it back twice and even then, just barely to Markham. We didn't yard the trains as we had no time. The other two days we died on the line of road, short of Markham. Saturday it was at Paxton, IL and today it was at Peotone. The two days we died, we had 337 instead of 193 as our

northbound train. When the train came out of Hawthorne with an IC road crew, it was on duty at 0300. Now it is on duty at 2200 at Markham. A new road switcher was added at Markham this week that goes to week at 1800. This is to help insure that the Recycle Job is built and blocked and gets out on time.

The Roadrainers into Markham from Canada are still on the small side. 11 trailers on 145 Sunday morning. I'm sure this will grow. We are still hearing rumors about Roadrainers operating Chicago to St Louis via the Gilman Sub.

EJ&E business to and from the IC and GTW are moved on 397 and 398. After the GTW crew takes over 398 at Matteson, they haul J business to Griffith where they set it out at the J's Griffith Yard. Likewise, 397 picks up J business to the IC at Griffith and it moves south when the train is handed over to an IC crew at Matteson.

All GTW 500 series jobs at Markham with the exception of the 510 Railport job have been abolished and are now being called as extras from their extra board.

Joseph D (Tuch) Santucci, 11/21/00 via the Internet

Florida voters approve building of bullet train

A nebulous proposal for a high-speed rail system was narrowly approved by Florida voters on Election Day, forcing the state to consider building a multi-billion-dollar fast train that would link its five biggest cities. The so-called Amendment One, which modifies the state constitution to mandate the construction of a high-speed system, passed by a 53-percent to 47-percent margin.

Voters were asked to approve or reject the following: "To reduce traffic and increase travel alternatives, this amendment provides for development of a high speed monorail, fixed guideway, or magnetic levitation system linking Florida's five largest urban areas and providing for access to existing air and ground transportation

Automated grade-crossing horns to be installed for Illinois test

Automated stationary locomotive horns have been approved for test installations at grade crossings in Lake County, Ill., on Chicago commuter agency Metra's North Central Service line on the tracks of the Wisconsin Central. The horns, installed at crossings and aimed at the intersecting roadways and sidewalks, are an alternative to having engineers sound the horns on the trains themselves, which can be heard by dozens of surrounding residents as well as the intended motorists and pedestrians approaching each crossing, and often in a multiple blasts in a town with several crossings.

The system to be tested has been touted as a major quality-of-life improvement for the people who live near crossings. The city of Mundelein is the lead partner in the study, having received a federal grant. Mundelein, Libertyville, and Vernon Hills will put up \$30,000, with \$4500 coming from the county and \$35,000 per crossing from Illinois DOT and the Illinois Commerce Commission.

The test, expected to begin in January and last 13 months, will be conducted by Northwestern University and monitored by the FRA and by the Volpe Institute of Cambridge, Mass. During the test, WC and Metra locomotive engineers will no longer be required to sound the standard crossing warning of two long blasts, a short, and a long, for 20 seconds before every grade crossing. They will, however, have the option of using the locomotive's horn in any situation where they perceive a possible emergency developing, just as they do in municipalities that presently ban the sounding of the horns.

The project is aimed toward an urban alternative for the proposed FRA rule requiring all trains to sound their horns at every crossing in the country, a rule that would override municipal horn-ban ordinances. The densely populated and railroad-rich Chicago suburbs are leading the fight against that requirement.

TRAINS On-Line, 11/15/00

facilities and services by directing the state and/or state authorized private entity to implement the financing, acquisition of right-of-way, design, construction and operation of the system, with construction beginning by November 1, 2003."

Opponents of the measure have promised to challenge the constitutionality of the amendment, including its passage by a simple majority. The question's backer, retired Lakeland businessman C.C. "Doc" Dockery, disagreed with that argument. He previously was involved with the unsuccessful effort to build a \$6.3 billion high-speed system that was killed by Gov. Jeb Bush in 1999.

The Florida Transportation Commission opposed the amendment but supports the high-speed rail concept.

TRAINS On-Line, 11/15/00

(Editor: It is nice to know that Florida citizens support rail transportation but can't figure out how to vote for President!)

Decatur's Wabash Station

A remnant of a busy rail era

Once a busy neighborhood, the 700 block of East Cerro Gordo Street is now quiet.

The old Wabash Station is the only remnant of the days when passenger trains brought throngs of people to railway stations on every major line. It was 1854 when the Great Western Railroad (later the

Wabash) first laid tracks in Decatur. Soon after business justified the building of a passenger station.

In 1855, the Illinois Central Rail-road was given five acres of land to be used for a station site. The Illinois Central built the Union Station at the southeast Intersection of the Great Western and Illinois Central tracks. Crowning the structure was an eight-sided tower with a men's smoking room. The Illinois Central wing of the two-story station accommodated the dining room, telegraph office and baggage department. The Great Western wing included the men's and women's waiting rooms, baggage and express offices. Ticket window separated the two companies in the middle. The second story housed the Central House Hotel, with 20 sleeping rooms. Dining services and hotel offices were on the first floor.

In 1900, the Illinois Central had increased operations to include 14 passenger trains running through the area. This prompted the building of a new Illinois Central Station near the Union Station site in 1903. The building was in English Gothic style, with a tower rising in front 100 feet from the ground to flagstaff. White exterior walls were trimmed in yellow brick, with a tile roof. The station boasted 180 incandescent electric lights. Total building costs were about \$70,000.

The new depot was staked out May 23, 1900, and the Wabash was said to be planning the most elaborate station in the state. Architect Theodore Link designed a predominantly colonial exterior with the main section rising two stories. An 80-foot tower adorned the south side of the 240-foot building. A flat metal roof gave way to an exterior of yellow brick and terra-cotta trimmings. Grecian gables graced the exterior. A fountain proposed for the front lawn was never built. Railroad offices were on the second floor.

The lower level included all passenger facilities. The main waiting room, watch inspectors' office, baggage room and telegraph offices were located there. In the south portion of the first floor were the ladies' "retiring room," toilet room, men's smoking room, men's toilet room, ticket office, newsstand, lunch room, kitchen,

vestibule and hallway.

The main waiting room was furnished in "English antique style," with a Georgia marble floor paneled ceiling and old oak trimming. The women's toilet room was elegantly furnished," with heavy porcelain wash bowls, plate glass mirrors and marble wainscot. The dining car crews operated a lunch counter that ran the entire length of the room.

An estimated 600 visitors passed through the new station for formal opening ceremonies June 18, 1901. The ceremonies included speeches by a number of city officials and the Wabash district superintendent. The Goodman Band entertained the crowd on the rainy day.

Railway timetables in the daily paper most likely attracted some of the crowd, for the Wabash and Illinois Central both advertised a number of special fares with the openings of the new stations.

The passenger train decline for the Wabash began in the 1920s and '30s with the August 1931 abolition of the day stationmaster's post. In 1936, a remodeling job was slated for the station, which had suffered problems in upkeep that led to water leakage, loose plaster and generally dirty conditions. In 1954, passenger train decline brought an end to two night sleeper service lines, followed by the removal of two more night trains from the timetables in 1960.

The merging of the Wabash with the Norfolk & Western Railway Co. in the early '60s saw several passenger trains come and go. The Cannon Ball, Banner Blue and City of St. Louis were all eventually discontinued.

The last of the streamliner passenger trains, the Blue Bird, made its final stop at the Wabash Station in December 1972. The long era of passenger trains had ended. The station still stands at 780 E. Cerro Gordo St. The neighborhood restaurants that once thrived have all moved from the area, many ceasing to exist altogether.

*From the Sunday, July 30, 1978,
Decatur Herald & Review*

CNIC Motive Power notes

More prime power: IC SD40-3 6257 has joined the ranks of IC SD40 types that have received a remanufactured prime mover. In September, an Alstom unit was installed. It has serial #80-D1-1061 and was built 5/00. It's EMD serial # is the same.

IC SD40-2 6072 was pressed into service as the power for Amtrak train 392 on 18 November. The F40 originally powering the train (281) suffered arcing and flashovers in several traction motors and went down for the count. When we met the train at Kankakee, it was some five hours late.

IC GP11 8726, frame #5553-12, has been sold and left the property 18 November. We had it dead in tow on 338 that evening. It had all of its IC markings blanked out. The non-complying tag only said it was enroute to Meridian, MS. No other indications as to who is the lucky party to obtain the unit. But I was told "it was hot and must move without fail."

IC power is showing up on occasion as run-through power on train 398 enroute the Michigan District, CNIC parlance for the GTW. I spotted a pair of SD70's on the train one recent evening.

It is official, LLPX has purchased numerous IC GP40R's and the first two left for Transcona. They are the 3113 and 3119. Some twenty of them will get the metamorphosis into GP38-3's. I didn't want to mention them for sure last time as it was not finalized at that point.

The Quantum electronic fuel gauges applied to all of the second order of IC SD70's (1020-1039) have failed miserably. At this writing, none of them work at all and word is that Quantum has not stood behind them to the CNIC's satisfaction. Therefore, they will all be replaced with a different brand starting as soon as they arrive.

Slowly but surely, all IC road power is getting the cabs seats replaced with the same type as used on CN road power. They are manufactured by Baltaur. These are very comfortable seats and cooler in

the summer as they are made with cloth covers instead of plastic. The 6122 I had coming north today on 337 had them. Much more comfortable and easier on the back.

Thus far, CN GP9R's 4029 and 4034 have had their class lights removed and plated over. CN Dash9-44C was built 2/98 and has serial number 50375. CN SD751 5799 came into the world on 4 October 99 with a frame #976812-34.

CNSD70I5631 has frame #946523-11. The builder plate on the Fireman's side has just -95 stamped on it. No month was included. CN SD40-3 6023 was remanufactured 10/95 by AMF and has an AMF builder plate with number A2358.

As for the CN SD40-3's; in addition to all the prime mover and rewiring work performed, these units received all new cabs. The cabs are a bit larger than their original equipment. One can easily see the increased space.

Spotted BNSF Dash9-44C 5380 as the lead unit today on CSX train Q642 in Dyer, IN on the Monon Sub. It was spotless and even the trucks were clean and shiny. This time of year it would be hard to believe that the trip from Erie to here (via Indianapolis) would allow it to remain showroom fresh looking. With it were HLCX 6315 and XCon (Conrail) 5795 in very clean Conrail paint. BNSF power has become more common on Q642 than CSX power. Former DT&I GP40-2 6423 showed in up Champaign the week of 6 November.

UP SD40-2R 3284 has been a regular on the CNIC between Chicago and St Louis on train 84 this past week. It is in trailing service only. It has been coming north on 193. GT SD40 series units have become staples on the Markham-Soo Line Bensenville trains 491 and 492.

Joseph D (Tuch) Santucci, 11/21, via Internet



Memories of Trains and North Yard

Recently Wade Frasch, formerly of the Attica area now living in California, has been posting stories about his life in our area and when he went to Purdue. Many of them brought back my own memories of railroads around Danville.

We didn't live near the tracks as my childhood home was in the northwest part of Danville. I had an uncle that worked for the C&EI as a traveling agent but that did not get me to the depot or shops at all. He and my grandparents lived on south Kimball near where the C&EI Grape Creek line crossed Main Street. When we would go visit I can remember running out in the yard when a train whistled for the crossing and watching them come up the grade and across Main Street.

We used to take the train to Chicago at least twice a year. My memories are not as good of Dearborn Station as they should be but I do remember the building and what seemed like a dark area in the waiting room. We used to walk downtown in the morning, do our shopping and then catch the late train back. I remember walking down State Street between mom and dad because the area was not the best, "always walk near the curb" dad would say. I remember in later years, when we were near the end of the last train, the Danville Flyer, leaving Dearborn and pulling all the shades in the coaches. The conductors wanted them down because of the hail of rocks the train would encounter around 63rd Street.

My first train wreck was one at Vermilion Street when two steam engines hit in front of the station. The "cowcatcher" was mangled but that was all. This must have been in the late 1940's and years later I saw for the first time a photo of the wreck at Wyton Tower. I wonder who has the photos now. There were other wrecks, one at the P&E crossing with the Wabash but I don't remember anything about it (too young). Then there was the two times the Milwaukee hit the P&E east of town.

Probably the best one was one Saturday night (for the year I will have to dig out

slides or rely on Bob Barker). Friend, and member, Bob Barker was to work third trick that night and I usually went over around 11 PM. I got a call from Steve Ridge about 9:30 to 10:00 I believe and he said all communication east of Danville went out. At the same time they could not get North Yard and wondered if I was going over that night.

Well I left the house and headed over. As I went on Norman Street my lights shown on a pile of coal at the end of the street. I just barely made past the pile and got to the building. A hopper car lay on its side at the front door of the building and you had to climb over to get in. I believe that Bob was there by that time and there was mass confusion all around. Cars laid on the N&W diamond and all the way to near Bowman Avenue. I stayed for some time but decided the activity was too intense for a non-railroader to be there and in the dark not much could be seen.

The next morning I went back and by that time the L&N was getting the N&W opened for service on the westbound track. In front of the building was a Corvette and VW (not Bob's), both about 18 inches tall. One was the operator and one the student on duty the night before.

The accident occurred due to the length of the cars, the jointed rail and the rocking motion of the rotary dump hopper cars at 18-20 mph. Little was known about the periodic motion of the cars at that time. All the cars rolled over to the east and were shoved out of the way so the single track could be replaced. By around noon the westbound N&W track was open. The crossovers at Williams Street were to be hand thrown for movement of trains off the eastbound.

That is when the next incident struck. An eastbound grain train was coming across the bridge and derailed a truck. They drug the car across the bridge and derailed before they got to South Street. That dumped about 20 cars and again tied up the N&W. Not a good few days in Danville.

One other minor derailment occurred at North Yard. I had stopped to see Bob one summer afternoon and the N&W was

departing North Yard with about 5 or 6 cars and caboose in tow, heading back to Tilton. The interchange track had been in bad shape for years and just waiting for something to happen. Bob and I went out in front to watch them leave and to get out of the hot building. As the crew headed west with brakeman and conductor riding the back platform, we noticed the cars rocking more than usual. About halfway down the track, before entering the main-line, the third car went east, the one behind it west and the next one east. The crew heard the noise, looked around the end of the caboose and made a jump for it. When the dust settled I believe there were 3 or 4 laying on their sides and caboose had the lead truck on the ground.

There are a lot more stories that Bob Barker, Doug Nipper and I could tell, but probably not in print, so you will just have to ask us sometime.

Rick Schroeder

Trackage rights smooth BNSF-CN Chicago RoadRailer connection

For those wondering how Burlington Northern Santa Fe and Canadian National would effect a direct connection in Chicago for their transcontinental coordinated RoadRailer service, reported in the November 1, "News Wire," the answer is simple: limited trackage rights.

As part of the announced service upgrade, in which BNSF increased the maximum authorized speed for its twice-weekly "Ice Cold Express" RoadRailer unit trains from 60 mph to 70 mph, BNSF has acquired "limited overhead trackage rights" on three routes through Chicago via CN's Grand Trunk Western and/or Illinois Central.

The main route, 16.6 miles, is between BNSF's junction with GTW south of the former Santa Fe Corwith Yard in Chicago, at GTW Milepost 8.6 near 49th Street and Central Park, and south suburban Harvey, Ill., where GTW connects with sister CN subsidiary Illinois Central. The latter junction is just north of the Harvey intermodal

A Free Ride

While this story goes back to about 1950, and my road was nearly all steam, except for a couple of new "Streamliners", it could have happened anywhere, and the date could've been anytime.

As we threaded thru the puzzle-switches and Interlocking Plant just outside the Terminal, both the engineer and I were very intent in our duties, the business suited guy staying completely out of the way. Since I was mostly occupied with firing the engine, this guy was conducting small talk with the engineer, and when I was up on the seat-box between fires, he'd come over on my side, and make small talk with me.

I didn't particularly make note if he acted like he was familiar with the cab of a working engine. Neither I, nor the engineer thought to challenge his presence, because, from my point of view, if anyone should do the challenging, it ought to be the boss, my engineer, and I simply decided on that account, that he was known. But when we came to our first station stop, the business suit slid down the steps in the cab gangway with a, "Thanks guys, see you around" thrown over his shoulder, and walked away. Then, we compared notes, both saying to each other at the same time, *Who was your friend ??* And then as quickly realizing, we had let a complete outsider ride our engine, and get out of paying his fare too, and had ourselves a good laugh on our own gullibility. But oh what trouble we'd have been in had a real trainmaster asked us about "the stranger in your cab the other day"!

By Art Altstadt

Editor: No sooner do I write a note about asking for rail stories than our friend, Art Altstadt of Villa Park, sends some stories about events that happened during his 41 ½ years on the Chicago and North Western. Art's stories take place in the 1940's and 50's in the days of steam when Art was a fireman for the C&NW. I hope you enjoyed this story, we will have another one next month. If you have one you want to relate to our members, working on the railroad or just railfanning, send it along to the post office box or my home address in Champaign, or by E-mail if you so desire.

terminal on IC now shared with CN's new Chicago-Montreal RoadRailer trains, and the rights include passage on IC into the yard.

The other two routes are off BNSF's former Burlington Northern. One is from Belt Junction, IC's crossing with Belt Railway of Chicago, through the city to Harvey, 27.2 miles, and the other is from Union Avenue on BNSF, also IC Milepost 2.3 at the west end of the St. Charles Air Line, to the IC main line and south to Harvey, 21 miles.

BNSF's Chicago-Los Angeles trains have been re-symbolized Q-SBDHRV and Q-HRVSBD to reflect the shift from Naperville, Ill., to Harvey. CN, meanwhile, has changed the days of operation for its Montreal-Chicago RoadRailers, which used to run Monday-Friday. To take ad-

vantage of the twice-weekly connections to Southern California offered by the Ice Cold Express, CN shifted its RoadRailers to Monday-Thursday and Saturday operation. It also shaved 45 minutes off the trains' schedules. *TRAINS - 11/22/00*

The officers, and especially your editor, wish you a happy holiday season and look forward to seeing you again next year. May your family buy you the train set, lantern or rail trip of your choice for Christmas. Tell them we said you need more "stuff".

Editor and Staff