

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

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Visit our Chapter WWW Home Page On-Line - <http://www.prairienet.org/djc-nrhs/>



Christmas arrives for the Kankakee Beaverville and Southern as they take delivery of #701, a GP-38. #702 was delivered a few days later. The new unit arrives in St. Anne, Illinois on Monday, December 8 and the crew is setting up the equipment that was stored in the locked cab. Two of the KBSR Alcos will take the unit to the home shop - they will soon be making their last trips as others are soon to arrive. Photo by member Bruce Bird.

Coming Events

January 18, 2004

Danville, IL Next regular monthly chapter meeting at Pizza Inn, 1:00 PM, Gilbert and Williams Street next to CSX.

December 21, 2003

Midlothian Train Show - Park District Building, 14500 S. Kostner Ave, 9-2

December 22, 2003

Rossville - work on layout for those that have day off.

January 3 & 4, 2004

GATS show at Indianapolis, 11-5 PM, \$7

March 27 & 28, 2004

Urbana, IL - Annual Train Show and Swap Session, 10-6 PM, 11-5 PM, Admission Free

Operating Sessions - see listing this issue

Next Meeting

The next meeting will be January 18, 2004 at the Pizza Inn. As usual, we will order off the menu and then begin the meeting around 1:45. Program will be announced in the January issue.

We wish to welcome new member Richard Brazda, 20 Lake Shore Drive, 446-5876 to the Chapter. Richard moved from the Chicago area to Danville to become the director of Danville Mass Transit. Richard is a railfan and has indicated he will present some programs in future months.

Bob and Rick recently attended the Terre Haute train show. We sold over \$100 worth of the donated magazines. In addition, two individuals sent a listing of their needs and we were able to sell another \$30 to them. President Dave Sherrill visited the show and bought more than

Schroeder did at the last Indy show!

Dues for 2004 are due now. We will be sending the renewal package with this issue. The NRHS has been late in getting the package out to chapters and we encourage you to return your check to Allen Cooke as soon as possible. Remember, March is when all dues for the chapter and museum are due.

Member Mark Ziebart will soon be working for the Indiana Railroad. Starting date is the first week in January. Mark recently completed a conductor and locomotive engineer training course in California, we wish him the best and look forward to reports on the IR.

As you are aware, the holiday season is here and the start of a new year is upon us. All of the chapter officers wish to thank those that have helped during the year with articles for the newsletter and manning the depot during the summer. We hope that you and your family have a wonderful Christmas Holiday.

Officers for 2004 will be President, Dave Sherrill; Vice President, Doug Nipper, Secretary, Al McCoy; Treasurer, Allen Cooke; and National Director, Rick Schroeder. Another "railroad" slate!

Norfolk Southern Announces Planned 2004 Capital Spending

NORFOLK, VA - Norfolk Southern Corporation (NYSE: NSC) plans to spend \$810 million in 2004 for capital improvements to its railroad operations and subsidiaries.

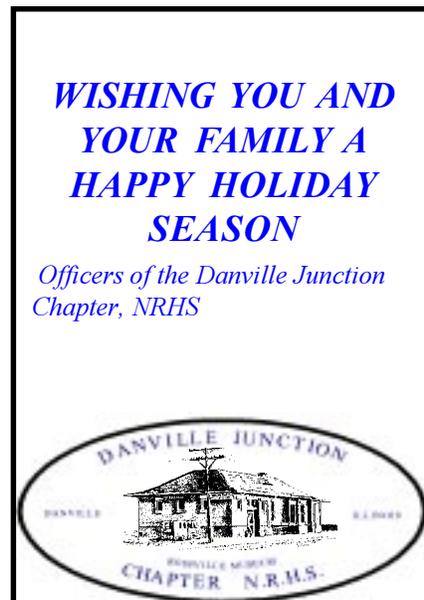
"Our capital spending budget reflects our commitment to providing the highest levels of service and safety for our customers and to utilizing our equipment and facilities efficiently," said Norfolk Southern Chairman, President and CEO David R. Goode.

The anticipated spending includes \$517 million for roadway projects and \$258 million for equipment.

In roadway improvements, the largest expenditure will be \$384 million for rail, crosstie, ballast and bridge programs. In addition, \$29 million is provided for communications, signal and electrical projects, \$19 million for maintenance of way equipment and \$16 million for environmental projects and public improvements such as grade crossing separations and crossing signal upgrades.

Equipment spending includes \$178 million to purchase 100 six-axle locomotives, upgrade existing locomotives, certify and rebuild 390 multi-level automobile racks and purchase 212 bi-level racks at the end of their lease. Equipment spending also includes \$42 million for projects related to computers, systems and information technology.

Business and industrial development initiatives total \$64 million and include roadway and equipment spending for increased track capacity and access to coal receivers, bulk transfer facilities, and vehicle production and distribution facilities; investments in intermodal terminals and



equipment to add capacity to the intermodal network; and additional investments in Norfolk Southern's Triple Crown Services and TransWorks subsidiaries.

Via NS New Release

CSX Cutbacks

The week of December 8th saw CSX start the cutback of management and levels of management. Chief Engineers and Vice Presidents that had been with the railroad for some 30 plus years were lead out of the Jacksonville building by security as they arrived for work. Others were also let go, their entry card not working. Nice move just before the holiday season.

The company is still reorganizing but they will cut the Regions from five to two and the Divisions from 13 down to 10. At this time the makeup of the divisions is not known. About 25% of the non-agreement staff will be cut over the next two quarters.

Merry Christmas to all!

NS Testing To Make Locomotives Environmentally Friendlier

NORFOLK, VA - Already the most environmentally friendly way to move freight, railroads could grow even greener if a pilot program being tested on Norfolk Southern Railway pans out. During an 18-month pilot, NS will test the Locomotive Engineer Assist Display and Event Recorder (LEADER). LEADER(R) is a computer system that helps engineers determine the best train handling for fuel efficiency, scheduling and safety. The NS pilot project is a partnership with New York Air Brake Corp., General Electric Transportation Systems and the Federal Railroad Administration research office, which provided a \$615,000 grant.

The patented LEADER system, which was

developed by New York Air Brake Corp., will be installed on 15 GE Dash 9 locomotives, owned by NS and equipped with General Electric's LocoComm(R) technology. The locomotives will be assigned to trains operating over the 104-mile Winston-Salem line, which runs from Roanoke, Va., to Belews Creek, N.C.

LEADER works by continuously logging the operating state of the train in its memory. Over a number of trips the software accounts for all energy used in moving the train and creates a statistical profile of the operation. That data is then used to develop the highest energy-efficient trip - called a "Golden Run" - and help engineers repeat it on subsequent trips by prompting them in real-time to adjust locomotive throttle and brakes for optimal performance.

"LEADER has the potential to be the next major advance in train handling," said John Samuels, NS senior vice president operations planning and support. "Not only is there the opportunity to achieve significant fuel savings - a real benefit to the environment and potentially to our bottom line - but also to improve safety."

"We are confident the LEADER pilot program will demonstrate its ability to yield significant fuel savings as well as improve train handling methods, contributing to a safer environment," said Marshall Beck, senior vice president of marketing and sales for New York Air Brake. "We are delighted that Norfolk Southern will be field testing LEADER and appreciate the Federal Railroad Administration's funding support. The partnership with GE Transportation Systems also represents an important step in realizing the technology's potential."

Nov 7 - NS press release

Spring rail excursions may bloom on rehabilitated line

ETOWAH, Tenn. - A desire by the Tennessee Valley Authority to rebuild a 13-mile section of a 43-mile former CSX line from Etowah (ET-uh-wah) south-south-east to Copperhill, Tenn., may be the driv-

Operating Sessions

Grafton Davis & Mt. Storm Ry

309 Dale, Rossville, 12:00 PM

Saturday, December 27, 2003

Saturday, January 24, 2004

Saturday, February 28, 2004*

Chicago, Illinois and Eastern

Depot Railroad Museum, 1:00 PM

Saturday, December 6, 2003

Saturday, January 10, 2004 *

Saturday, February 7, 2004

Saturday, March 6, 2004

Danville and Western Railroad

1819 Coventry Drive, Champaign, IL 1-3 PM

Saturday, January 31, 2004*

Sunday, February 22, 2004 *

Sunday, March 14, 2004*

* Note change in date

ing factor to establish rail sightseeing excursions in spring 2004. Etowah is 60 miles east of Chattanooga.

The railroad, built in the 1890's by the Knoxville Southern Railroad, was constructed to serve copper mines. It formed the north end of successor Louisville & Nashville's "Hook and Eye" line linking east Tennessee with Atlanta (and so called for the line's Hiwasee Loop, where the track loops around a hill and over itself to gain elevation).

L&N successor CSX's last customer, a plant at Copperhill producing sulfuric acid, closed its doors in 2000, prompting the railroad to file for abandonment. The line was acquired by the Tennessee Overhill Heritage Association, which had picked it up from Glenn Spring Holdings.

TVA wants to rebuild 13 miles of the line from Etowah to the Appalachia Powerhouse on the Hiwasee River and maintain it for several years so it can transport

construction equipment necessary to upgrade two generators at the powerhouse.

With the TVA footing the rehabilitation and maintenance bill, the concept of a sightseeing train then becomes economically viable with hopes of establishing a limited excursion schedule next year.

Amtrak Funding

November 14, 2003 - A House-Senate conference committee yesterday agreed on \$1.22 billion in funding for Amtrak in the fiscal year that started Oct. 1, the most Amtrak has ever been given but almost \$600 million less than railroad president David L. Gunn sought. Gunn, in a statement reacting to the appropriations panel's action, said the national passenger railroad will take the next month to determine how the lower number will affect operations and needed maintenance and capital spending. But he said the amount would be enough to at least keep the entire Amtrak system operating.

The budget number was a compromise between the House's \$900 million, which the administration requested, and the Senate's \$1.34 billion. The administration had pressed for a significant cut in funding as part of an effort to force the railroad to restructure by, among other things, privatizing some routes.

Like the Senate bill, the final compromise postponed repayment of an earlier \$100 million government loan, effectively raising the budget by that much. Amtrak, which has lost money throughout its 32-year existence, received \$1.04 billion from the government last year.

Under Gunn, Amtrak has begun an ambitious plan to rebuild wrecked passenger cars and perform badly needed maintenance on passenger cars, locomotives and the Amtrak-owned Washington-Boston Northeast Corridor. That work is underway at a pace that assumed a \$1.8 billion federal budget, and Gunn has said repeatedly that it would be a serious mistake to cut back on that program. However, sources close to Amtrak said Gunn may be able to continue with the program, perhaps at a slower pace, while pushing

some of the cost into the next fiscal year. That would mean that Amtrak will probably seek a substantial budget increase again in fiscal 2005.

In an effort to operate more like a business, Amtrak carried over \$200 million in working capital into the new fiscal year. Even though Congress has encouraged Amtrak to be more businesslike, the existence of that working capital allowed the conference committee to cut more from the Senate proposal than it otherwise might have, sources said.

To carry out the capital program it had planned for this year, Amtrak will have to spend virtually all of that working capital, leaving no reserve for contingencies such as an economic downturn or a terrorist attack, the sources said. However, Amtrak's prospects have been improving due to a combination of operational and management cost cutting and higher ridership and revenue. For the fiscal year that ended Sept. 30, Amtrak carried more than 24 million passengers, a record. For a while, revenue lagged as Amtrak offered deep discounts to attract passengers. However, revenue is now in an upturn and advance bookings for long-distance trains are "very good," sources said.

Fastest US Train

Bryan, OH - Never mind the 150-mph Acela trains Amtrak started running between Boston and Washington three years ago.

The United States train speed record still resides on an arrow-straight, 30-mile stretch of track across Williams County. During a ceremony this morning, rail historians will dedicate an Ohio Historic Marker at the train station here, about 70 miles west of Toledo, that will commemorate a July 23, 1966, test run in which New York Central railcar M-497, temporarily equipped with twin jet engines on its roof, set an official mark of 183.85 mph.

According to the train's test engineer, it actually went a bit faster than that. "I had it up to 196," engineer Don Wetzel, who plans to attend today's ceremony, said this week from his eastern Ohio home. But the railroad's president, Alfred Perlman,

was sitting next to him and told him to slow down before reaching the official timing point, and he followed the big boss' order.

Mr. Wetzel, a New York Central brakeman and relief engineer who had been a military aircraft mechanic during World War II, was hand-picked to oversee the M-497's conversion from an ordinary Budd Rail Diesel Car to a jet train 30 days before the test, then assigned to the controls. Railroad police lined the tracks to protect the curious.

"I opened the throttles and hung on," Mr. Wetzel said. "They later gave me the whistle cord because I never let go of it. I was looking down the track, but there wasn't much I could have done if something was on the track. We hit a piece of plywood some kids had left and turned it to splinters."

During its first run under jet propulsion, the train reached 140 mph, the engineer recalled. So the decision was made to see what it could do during the second test trip.

"We were supposed to go for the world record the next day," Mr. Wetzel recalled, "but then they told us they had gotten two very sophisticated reports from the first day's tests and didn't need any more data, so it was canceled.

"If I had known they were going to do that, I might have gone for the record on Saturday," despite Mr. Perlman's instructions, he said.

At the time, the world record was just over 200 mph, Mr. Wetzel said. Today, French high-speed trains run daily service at 186 mph and the French tested a train at 300 mph. But during the ensuing 37 years, no U.S. train has topped the M-497's mark, and it does not seem likely to happen anytime soon. The Amtrak Acela, which reached 169 mph in preservice tests on the Boston-Washington corridor, tops out at 150 mph but reaches that speed during regular trips only on some short sections of track.

At the time, New York Central said its test was a first look at possible high-speed shuttle train service on routes between major cities about 200 miles apart. Six

months later, the railroad applied for federal permission to cancel all its longer-distance passenger trains, which it said no longer could compete with autos and airliners.

But after the test, the M-497's jet equipment and test monitoring devices were removed, its diesel engines were reconnected, and it returned to its workaday task of shuttling commuters between New York City and Albany, N.Y. The car was retired 11 years later and is believed to have been scrapped some years after that.

Mr. Wetzel blamed the abandonment of New York Central's high speed experiment on corporate in-fighting that arose two years later after the company merged with its bitter rival, the Pennsylvania Railroad, to form Penn Central. But he conceded that many of the same factors that thwart high-speed rail today were in play four decades ago.

Officials noted at the time that 180-mph jet trains would have to share track with freights running 50 mph or slower, and many miles of extra track would have needed to be built to keep the faster trains moving. That problem persists today, with passenger trains confined to 79 mph on most tracks outside the Northeast Corridor, upstate New York, and a test section in southwest Michigan that has few freight trains. Then there was the risk of collisions at the grade-crossings that line most railroad tracks in this country - at 180 mph, such crashes would have severe consequences for the trains as well as for errant motorists.

The super-fast trains in countries such as France and Japan run mainly on separate tracks that have no road crossings or conflicting freight trains. But the United States has not built such railways.

"We have cheap gasoline," Mr. Wetzel said. "You just can't beat that...."

A Letter To President Andrew Jackson - 175 Years Ago

Dear President Andrew Jackson:

The canal system, of this country, is being threatened by the spread of a new form of transportation known as the Railroads. The Federal Government must preserve the canals for the following reasons:

1. If canal boats supplemented by Railroads, serious unemployment will result. Captains, cooks, drivers, repairmen and lock tenders will be left without means of livelihood, not to mention the numerous farmers employed in growing hay for horses.
2. Boat builders would suffer and tow-line, Whip and Harness makers would be left destitute.
3. Canal boats are absolutely essential to the defense of the United States. In the event of the expected trouble, with England, the Erie Canal would be the only means by which we would move the supplies so vital to waging modern war.

As you may well know, Mr. President, Railroad Carriages are pulled at the enormous speed of 15 miles per hour, by engines, which in addition to endangering life and limb of passengers, roar and snort their way through the countryside setting fires to crops, scaring livestock, and frightening women and children. The Almighty certainly never intended that people should move at such breakneck speed.

Martin Van Buren, Governor of New York, April 1829

Via Dayton Ties and Tracks from Pennsylvania Railroad "Mutual Benefit Association" - February 2003

Illinois & Midland - C&IM Era Over

Since the Genesee & Wyoming took over the old C&IM in 1996, the railroad has been undergoing changes--most noticeable to us railfans are the locomotives. The I&M splashed the bright orange paint on the pair of RSI 125s and the two SD18s that they inherited from the C&IM and continued to use some of their other locos. Three of the ex-IC SD20s (80, 831 & 84) were sent to the U.P. of Michigan to operate the Inland Limestone line. The 81 & 82 remained stored at their Springfield, IL shop. The G&W also moved some of the SD9s around--some of them to the Portland & Willamette out of Portland, OR and the C&IM 50 and 53 remained stored at Springfield. In early November, the I&M began scrapping these two units at Springfield. The 50 was looking pretty ragged, but the 53 was the hi-nose that was repainted in the original C&IM scheme with

the big red stripe along the hood and outfitted with remote control equipment. It's a real shame that the 53 couldn't have been saved

Via North Western Limited

Union Pacific

One Less C&NW Unit - On October 25 the UP relettered C&NW 8808 to the UP 6710_ ... NEW DELIVERIES: The UP has been taking delivery of the next batch of AC4400CWs from General Electric. The UP 6010, 60010 & 6007 were seen at Proviso on November 3. These units are part of a 100-unit order to be number UP 5982 to 6081. The first 46 units are coming on the property during 2003 and the remaining 54 units will be delivered in the first quarter of 2004.

CCRCL 'Units' To Become Yard Fixtures - The UP has found a use for out of service four-axle GE's that came from the SP--they are being turned into Control

Cab--Remote Control Locomotives, or CCRCLs. The "units" aren't locomotives anymore; they are stripped of prime mover, fuel tank and equipped with remote control electronics to allow them to be used with any other engine in remote control operation. This means the UP will no longer be creating units that are assigned specifically to yards where remote control is used. These CCRCLs are painted solid gray with red UPY markings. There have been a few of them seen around Proviso recently--the UPY 126 was the SP 7856, a B30-7. It will reportedly be moving up to Janesville, WI in the future. The UP has temporarily suspended additional remote control yard jobs until after the first of the year. The training engineers for the r-c jobs were placed back into freight pool service to aid with the heavy freight traffic levels.

Via North Western Limited

Steamtown Announces 2004 Trip Schedule

Steamtown National Historic Site has announced its 2004 Train Excursion Schedule. As previously mentioned, there will not be regular daily trips run out of Scranton next year, but these will be replaced by date-specific, destination-specific trips, according to the promotional card issued by the Park Service.

Over the various holiday weekends (Memorial Day, Independence Day, Labor Day), trips will be operated between Scranton and Tobyhanna. The specific dates are May 29, 30, 31, July 2, 3, 4, 5, September 4, 5, 6 and October 3, 9, 10, 11, 17, 23, 24, 30 and 31. Fares for Tobyhanna trips will be \$25.00 adults, \$20.00 seniors and \$15.00 children 6-12.

There will be trips up the Lackawanna Valley towards Carbondale, which will operate on Saturdays, July 10, 17, 24 and 31, August 7, 14, 21 and 28. Fares on the Lackawanna Valley trips will be \$15.00 adults, \$13.00 seniors, \$10.00 children 6-12.

Two Fall Foliage trips will operate in the

Pocono Region on Saturdays October 2 and 16, although the destination has not been made public. Fares on these trips will be \$75.00 adults, \$70.00 seniors and \$50.00 children 6-12.

Children under 6 will be carried at no charge with an adult, and, as always, schedules, prices and equipment are subject to change. Steamtown does say that special excursions may be offered throughout the year. For additional details visit the Steamtown website www-nps.gov/stea/exe.htm. Information and reservations may also be had by calling (toll-free) 888-693-9391.

CN wins BC Rail

VANCOUVER, British Columbia – As anticipated, Canadian National Railway has announced it will pay the British Columbia provincial government \$1 billion—about \$770 million equivalent in U.S. dollars - to acquire the outstanding shares of BC Rail Ltd. under a 60-year lease. BC Rail's right-of-way will remain in public hands, with CN assuming responsibility for rail transportation and infrastructure maintenance. The integration of BC Rail into CN is expected to take three years. CN will make Prince George, where the predominately north-south BC Rail intersects with CN's Edmonton, Alberta to Prince Rupert, B.C. line, the headquarters for its new B.C. North Division. A new, \$1 million state-of-the-art wheel shop will be located at Prince George, allowing CN to conduct wheelwork currently being outsourced. CN will also assign freight car and locomotive work to the facility and plans to move most of its switching activities from its downtown Prince George yard to the BC Rail yard south of the city center.

Whereas most BC Rail traffic went down its tortuous 375-mile main line from Prince George to North Vancouver, CN plans to increase traffic moving off BCR east from Prince George. For instance, CN will introduce a new Prince George-Chicago "Chicago Express" forest products train on a 90-hour schedule, shaving two days off existing schedules.

Excluding 115 employees who are already

inactive, BC Rail has 1380 employees. CN's operating plan requires a workforce of 950. Sixty employees are to be relocated in CN's system in western Canada, and it is estimated 250 BC Rail employees are eligible for early retirement. The remaining 180 job reductions will be accomplished by attrition or severance.

As part of the deal, CN plans to acquire 600 new center-beam flatcars and upgrade 1500 boxcars to accommodate anticipated increased forest products traffic. With the anticipated increase, CN says it is committed to reopen the link between Dawson Creek, B.C., and Hythe, Alberta, to facilitate grain movements from the Peace Region.

Hythe is on CN's former Northern Alberta Railways line that connects with BC Rail at Dawson Creek. By reopening the dormant link through Hythe, CN gains another shortcut for northern B.C. traffic bound for points east, which can move via Hythe and Grande Prairie, then south on CN's former Alberta Resources line to Swan Landing, on CN's transcontinental main line east of Jasper, B.C. The CN-BRC transaction is subject to approval by Canada's Competition Bureau and is expected to close in first quarter 2004.

TRAINS On-Line 11/26

Union Pacific to resume train speed

OMAHA, Nebr. - Union Pacific trains will soon resume regular speeds through the city of Marion, Ill., after more than a year of moving through the center of the downstate county seat at a temporary restricted speed of 10 mph. Beginning Dec. 1, train speed will be increased 10 mph per week for two weeks and then in increments of 5 mph until 35 mph is reached Dec. 15.

Recent track improvements are permitting the resumption of the 35 mph speeds through the city, which is on the former Chicago & Eastern Illinois route to deep-seated southern Illinois.

TRAINS On-Line



Can you identify this location.? This is a former Chicago and Eastern Illinois station on a line that was sold off after reorganization. Located in Western Indiana the photo was taken on May 29, 1958 by member Wade Frasch, now living in California.

New KBSR Motive Power Arriving

A friend of mine who is a CSX official recently attended a meeting in Indy with a number reps from regional short lines present, including the KB&S.

He was told that KB&S will have five Geep 38s (GP38-2s? or 3s?) on the property by the end of the year. They will all be painted in KB&S blue and yellow, and from the verbal description I got, it sounds quite attractive. We'll see. The first of the current units to be replaced will probably be the short-term lease units in KJRY paint.

So, the bad news: bye-bye Alcos. I've also been told that RS-11 #321 is not long for this world, so it may be replaced soon as well. That would leave RS-20 (rebuilt RS-3) #308 as the only Alco left in operation.

The good news (in my opinion, anyway, I sure some folks disagree): The rainbow of leased power they've been using will be off the property, and the railroad will have a unified scheme.



Of course, this IS the railroad world we're talking about, and things could change. I guess in this day and age, you can consider the GP38s to be the "next generation" of relics!

Via Internet, Illiana Group

The "new" KBS 701 (GP40 rebuilt to?) in fresh blue and yellow paint was sitting in the Villa Grove yard today, Walt Baselt, 12/6/03.

The first of the KB&S GP38-2s were delivered at St. Anne this afternoon. I have posted pics of the occasion in the Files section under the KBS power folder.

This was quite a big day for the KB&S. They had just about everybody there to check out the 701. In the photos the crew is on the short hood attaching and hooking up the 3-chime horn as it was shipped inside the cab. There were several cars of official-looking people present. And both the 308 and the 321 were present to witness the arrival of their replacements.

One more interesting detail- the loco is named 'Paul'. It is written under the cab window. Enjoy the pics and get to KB&S country- the Alcos are not long for this world.

Via Bruce Bird 12/6/03

Ed. Note Bruce's photo on the cover page and #702 has arrived and is in service.

Wheel Report

Can you hear me now? It had to happen eventually: Someone riding a train, in this case, a Metro-North commuter train last Wednesday night, dropped his cell phone into a toilet and for whatever reason, decided to stick his hand in to retrieve it. Not grossed out, yet? Well, the rider got his arm stuck.

Rider Edwin Gallart's fishing expedition on the 6:19 p.m. Harlem line local out of Grand Central Terminal caused the conductor to have a supervisor come aboard at the next stop, but not even the power of middle management could extract the problem. A rescue crew boarded a few stops farther up the line and halted the train. Firefighters had to use the Jaws of Life and power tools to cut through the toilet, which had to be torn out of the lavatory before being cut open to free Gallart's arm. Passengers either had to wait for the rescue to be completed or take other trains to their final destinations. The phone? It never was found. Even if it were, would you ever want to use it again?

ACQUISITIONS, ABANDONMENTS AND ALIKE:

Allegheny & Eastern Railroad filed to abandon approximately 19 miles of line between St. Mary's, PA. and Emporium, PA. Iowa Northern Railway filed to operate approximately 52 miles of D&W

Railroad's Waterloo Industrial Lead in Black Hawk, Buchanan and Fayette Counties, IA. Paducah & Louisville Railway filed to abandon approximately 5 miles of line between Ilsley, KY. and Dawson Springs, KY. Wheeling & Lake Erie Railway filed to acquire, from CSX, rail freight operating rights over approximately 18 miles of line, owned by Metro Regional Transit Authority, between Canton, OH. and Krumroy, OH. (STB)

CN News - Saw an article on Yahoo this evening reporting on a little "spat" going on between CN and the town of Mundelein. Apparently police in Mundelein were ticketing CN trains if they blocked crossings for more than 10 minutes. CN had said they had asked town officials to get rid of some of the crossings to prevent this. CN said that since town officials weren't doing anything about the crossings, they were going to instruct their crews to constantly blow their whistles while passing through town. *Via Internet from Andy Zachary*

A couple of weeks back Steve Smedley had asked me about the schedule of trains on the Decatur-Mattoon IC line for some fall pics. I had informed him that the schedule was mixed up as the locals don't run Decatur-Champaign again. They are back on a turn that runs at odd hours. I think I have found out the reason.

The wooden trestle over the Okaw River just east of Bethany looks to be a goner. It is right next to Ill. 121 so it will be easy to watch as a new bridge is built. What's interesting about the trestle is that it is obviously a replacement of something much older at this site. The current trestle sits at a skew with the mainline with a single curve on the east side leading onto the trestle and a reverse curve on the west leading it back into the original alignment. One of the first things the IC did was install a turnout and siding on the west side of the bridge that follows the original straight alignment and will eventually become the new main. The IC has been parking cars and delivering materials to the jobsite on this siding. I'm sure the modified schedule of trains is due to giving the contractor the longest work window possible during daylight hours. If you want shots of the trestle I would recommend that you get

there soon. *Via Bruce Bird*

Remote at Champaign - The CN put up a sign announcing remote control locomotives at the entrance to the Champaign Yard. So far one of the GT GPs is tied to the front of the remote unit/slug with an engineer controlling everything from the cab. *Via Bruce Stickers, St. Joseph, IL*

The U.S. Federal Railroad Administration reported preliminary safety statistics for the first half of 2003. The FRA reported that highway-rail grade crossing fatalities were down 15.2 percent from the comparable period last year to total 178 and that trespasser fatalities were down 17.1 percent from the comparable period last year to total 267. However, the FRA also reported that train accidents increased 6.2 percent to total 1,637.

CSX Abandonment's - CSX filed with the STB to abandon approximately 6 miles of its Woodland Subdivision between Rossville Jct., IL. and Henning, IL. In addition the carrier filed to abandon approximately 12 miles of line between Glenshaw, PA. and Bakerstown, PA. This is the start of a series of abandonment's or sell-off of lines to short line railroads. The Lexington to Louisville segment was sold off to R. J. Corman last month. In order to raise cash the carrier is looking at all lines for possible sale. Yards are also being affected with some to close and consolidate to others. The new work at Walbridge will see Stanley (former CR) close next year.

CSX Derailment - Nov 14 - Drove to Paris on business today and decided to go home via Chrisman. Just north of Paris I noticed RJ Corman trucks parked on the side of the road. About a mile north of the township road the prison work camp is on is where the wreck was. From Ill. Rt. 1 it looked like the eastbound (southbound here) Q594 hit the ties, derailed the lead loco, piled up the other 3 locos, but kept most of the train upright and intact. I noticed 2 sidebooms working on the lead unit.

On my way back home a set of 3 locos was eastbound through Tuscola at 1 PM. I assume that they were headed to the wreck site to help out. Also at Tuscola was a northbound UP with a CSX Dash 8 leading

a Rio Grande tunnel motor (patched, unfortunately). Not a bad day of railfanning with the accelerator engaged! *Via Bruce Bird*

IHB - One of the IHB's 9200-class SW1500s is now back from Mexico and painted in the new orange scheme. Its new number is 1500, and a shot of it has been posted in the Photos section (thanks to Randall Olson for the photo). Apparently, all the 9200s will be renumbered in the 1500s. Don't know yet what 1500's old number was, but will pass it along when I find out.

There are now seven of the remanufactured Geeps on the property, numbered 4010-4016. All are GP40-2s except 4010, which as noted awhile back is a rare GP40P-2. In all, there will be ten such units. The four leased GECX ex-SP/UP tunnel motors (SD40T-2) are still on the property and will remain until all the Geeps have been delivered. *Via Bill Gustason*

LA GRANGE, Ill. - Electro-Motive Division has confirmed a new locomotive order from Union Pacific, for 175 SD70M's, with delivery scheduled to begin in second quarter 2004. UP already operates more than 1200 of the popular 4000 h.p. D.C.-traction model.

In yet another interesting Illiana shortline sighting today, the former Indiana Railroad #558 was sitting at the NS fuel rack in Decatur today at noon in company with a UP Dash 9 and a Conrail blue SD60M. The 558 was in the solid gray and the roadname on the long hood had been lined out in red paint. Also, the ADM switch job was in the capable hands of a pair of former Conrail units- a GP15 in blue and a GP40, #3027, in fresh whiteface Godfather paint. This is the first standard cab unit I've seen in the whiteface paint (if they do a hi-hood unit, what will they paint white?). I also noticed that the sublettering said NS instead of PRR. (Ed: STB has allowed NS and CSX to absorb the PRR and NYC into their systems) *Via Bruce Bird, 12-6-03*

UP remote control operator killed by locomotive. San Antonio, Texas - Union Pacific employee Jody Herstine was killed at 1 a.m. Sunday morning by the two locomotives he was operating via remote control in East Yard, the former Southern

Pacific facility in this city. UP spokesman Mark Davis said the incident is under investigation by the National Transportation Safety Board.

Topeka wins in BNSF shop consolidation

TOPEKA, Kans. — The battle is over. Yesterday, Burlington Northern Santa Fe announced it will consolidate all locomotive overhaul work at its Topeka, Kans. Locomotive Shop effective immediately. As a result, BNSF notified West Burlington (Iowa) Locomotive Shop employees that 89 of the 133 union-represented jobs there will be abolished, effective no sooner than March 5, 2004. Positions at Topeka will be available for all affected West Burlington employees.

Topeka is a former Santa Fe shop, West Burlington a former Burlington Route (and Burlington Northern) facility. Ninety calendar days' notice of the transfer of work is required under conditions imposed by the Surface Transportation Board in approving the BNSF merger in 1995. Between now and March 5, 2004, the earliest date at which the work can be transferred, BNSF will negotiate implementing agreements with the unions representing employees affected by the transfer of work. According to BNSF, the amount of overhaul, heavy repair, and related work has declined to the point where two shops are no longer required.

All 16 Amtrak Long-Distance Routes Post Double-Digit Gains

WASHINGTON, D.C. — Amtrak ended the busiest November in its 32-year history with a ridership total of 2,076,054, up 11.7 percent over last year's total of 1,858,345. All 16 long-distance trains posted double-digit gains and collectively posted a 32 percent surge in ridership. The most impressive gains were realized on the *Capitol Limited* (Chicago–Pittsburgh–Washington, D.C.), up 54 percent; the *Sunset Limited* (Orlando–New Orleans–San Antonio–Los Angeles), up 50 percent; and the *Cardinal* (Chicago–Indianapolis–New York), up 51 percent due to a route extension from Washington, D.C. to New York City. Regional trains in the Northeast, which account for more than 25 percent of Amtrak ridership, posted a 15 percent gain over last November.

During the seven-day Thanksgiving travel period (Tuesday, Nov. 25 – Monday, Dec. 1), approximately 595,000 passengers boarded Amtrak trains, making it the busiest week in its history. Thanksgiving ridership was up nine percent over last year and up five percent over the previous Thanksgiving record set in 2000 when ridership was 566,759.

As it has done in past years, Amtrak took steps to meet the increased travel demand around Thanksgiving by adding 60,000 seats and 77 trains nationwide. In the Northeast, Amtrak operated on a special Thanksgiving schedule that provided more frequent service and required reservations. On the west coast, Amtrak added eight trains to *Cascades* service between Portland and Seattle and went to "all-reserved" status to minimize standing-room conditions on Pacific Surfliners between San Diego and Los Angeles.

2004 Dues are due

With this issue you are receiving your notice for renewal in the Danville Junction Chapter. The NRHS was behind in sending out the 2004 renewal notices, thus the second notice will not be sent out until early next year. We look forward to your continued support of the Chapter and the Rossville Museum. Remember, 2004 will see the NRHS convention in Minneapolis, an 8-10 hour drive from here (or better, only a train ride away by Amtrak).

Return your form with check to Treasurer Allen Cooke as soon as possible.

Intermodal Sets Annual Record On U.S. Railroads

For the eighth time in the past ten years intermodal traffic on U.S. railroads has set an annual record, the Association of American Railroads (AAR) reported today. Intermodal volume for 2003 reached 9,399,690 trailers or containers during the week ended December 6, 2003, breaking the annual record of 9,349,630 which was set last year. With three weeks left in 2003, U.S. intermodal volume is expected to exceed 9.8 million units for the year. For just the week ended December 6, intermodal traffic totaled 202,690 trailers or containers, up 7.0 percent from the comparable week last year.

Carload freight, which doesn't include the intermodal data, totaled 347,735 cars, up 5.0 percent from last year, with volume up 9.3 percent in the East and 1.8 percent in the West. This is the highest carload freight volume for any week this year. Total volume for the week was estimated at 31.5 billion ton-miles, up 7.1 percent from last year's 49th week. Fifteen of nineteen commodities registered gains from last year, with coke up 45.2 percent; crushed stone, gravel and sand up 20.4 percent; waste and scrap materials up 18.5 percent; and grain up 18.4 percent. Loadings of metallic ores were off 19.9 percent from last year.

The AAR also reported the following cumulative totals for U.S. railroads during the first 49 weeks of 2003: 16,014,122 carloads, up 0.1 percent from last year; intermodal volume of 9,399,690 trailers and containers, up 6.7 percent; and total volume of an estimated 1.42 trillion ton-miles, up 1.4 percent from last year's first 49 weeks. Railroads reporting to AAR account for 88 percent of U.S. carload

freight and 95 percent of rail intermodal volume. When the U.S. operations of Canadian railroads are included, the figures increase to 95 percent and 100 percent. Railroads provide more than 40 percent of the nation's intercity freight transportation, more than any other mode, and rail traffic figures are regarded as an important economic indicator. Canadian railroads also reported an increase in carload freight but a small decline in intermodal during the week ended December 6. Carload volume was 71,356 cars, up 14.3 percent from last year. Intermodal traffic of 42,337 trailers and containers was down 0.6 percent from last year. Cumulative originations for the first 49 weeks of 2003 on the Canadian railroads totaled 2,879,836 carloads, up 0.2 percent from last year, and 1,925,909 trailers and containers, up 6.5 percent from last year.

Combined cumulative volume for the first 49 weeks of 2003 on 15 reporting U.S. and Canadian railroads totaled 19,102,709 carloads, up 0.2 percent from last year and 11,453,606 trailers and containers, up 6.5 percent from last year. The AAR also reported that carload freight on the Mexican railroad Transportacion Ferroviaria Mexicana (TFM) during the week ended December 6 totaled 7,204 cars originated, down 23.8 percent from last year. TFM reported intermodal volume of 3,164 trailers or containers, down 15.3 percent from the 49th week of 2001. For the first 49 weeks of 2003 TFM reported cumulative volume of 411,564 cars, down 3.0 percent from last year, and 169,743 trailers or containers, up 11.7 percent.

(AAR - posted 12/11)

Amtrak Warns Snowmobile Operators

In the wake of the season's first major snowstorm, Amtrak today issued an urgent warning to snowmobile operators and cross-country skiers: Never trespass on railroad property. Overnight, four Amtrak trains were delayed in New England by trespassers riding snowmobiles on railroad property. The illegal activity is especially dangerous because

trains can take up to two miles to stop and do not have the ability to swerve to avoid collisions. Amtrak is an active partner in Operation Lifesaver, a national, non-profit educational and awareness program dedicated to ending tragic collisions, fatalities and injuries at highway-rail grade crossings and on railroad rights of way. For more information, please visit Operation Lifesaver's Web site at www.oli.org.

Amtrak - posted 12/08

RailAmerica acquires Central Michigan Ry

BOCA RATON, Fla. – RailAmerica announced last week that it has acquired the assets of the Central Michigan Railway Company (CMGN), headquartered in Bay City, Mich. CMGN, which operates 100 miles of track from Midland south to Durand, Mich., in 2002 moved about 30,000 carloads with revenue of about \$11 million.

Central Michigan provides service to the Saginaw-Bay City area adjacent to Michigan's 'Thumb' region. It interchanges traffic with Canadian National, CSX, Lake State Railway (the former Detroit & Mackinac), and Tuscola & Saginaw Bay, plus RailAmerica's Huron & Eastern and Saginaw Valley railways. Two big CMGN shippers are Dow Chemical and Consumers Energy, and the line's commodities include agricultural products, lumber, automotive parts, heavy machinery, chemicals, sugar beets, fertilizer, military hardware, fuels, stone, cement, and coal. CMGN also has cross-dock, warehouse, and transload facilities.

The transaction, which is subject to regulatory approval, is expected to be completed within 60 days.

Merry Christmas and Happy New Year

Link Museum to open next month

ROANOKE, Va. - A museum devoted to the work of the late O. Winston Link, one of the 20th century's most acclaimed photographers for his dramatically lit black-and-white photographs of trains and railroad towns, will open in the newly renovated Norfolk & Western Railway passenger station in downtown Roanoke in January.

The 15,000-square-foot museum will house the largest collection of Link's work, including 190 signed prints, 85 estate prints, and all 2400 of Link's negatives. The collection also is expected to include recently recovered stolen prints, some of which have never been seen by the public. The prints were recently recovered after they appeared on an Internet auction site.

In addition to Link's work, the museum will exhibit his photographic equipment, prints not on formal display, and N&W Railway artifacts. A virtual rail experience will allow visitors to "take a trip" to the towns he photographed.

BNSF at Galesburg

A \$300 million proposal to relocate 33 miles of the Burlington Northern Santa Fe's former Santa Fe main line out of a creekbed through the center of town to farmland south of the city was shelved this week due to opposition to the plan and overall cost of the project, city officials said.

According to a story in the Peoria Journal-Star, the news is a relief to area farmers and others who opposed the plan, known as Corridor A, that could have taken 1,200 acres of prime farmland out of production by relocating track from the center of the city. Galesburg officials said the proposal was nothing more than a feasibility study, one of 11 options initially examined.

The city is now studying a \$50 million project that would involve building overpasses in the city to allow closing several grade crossings.