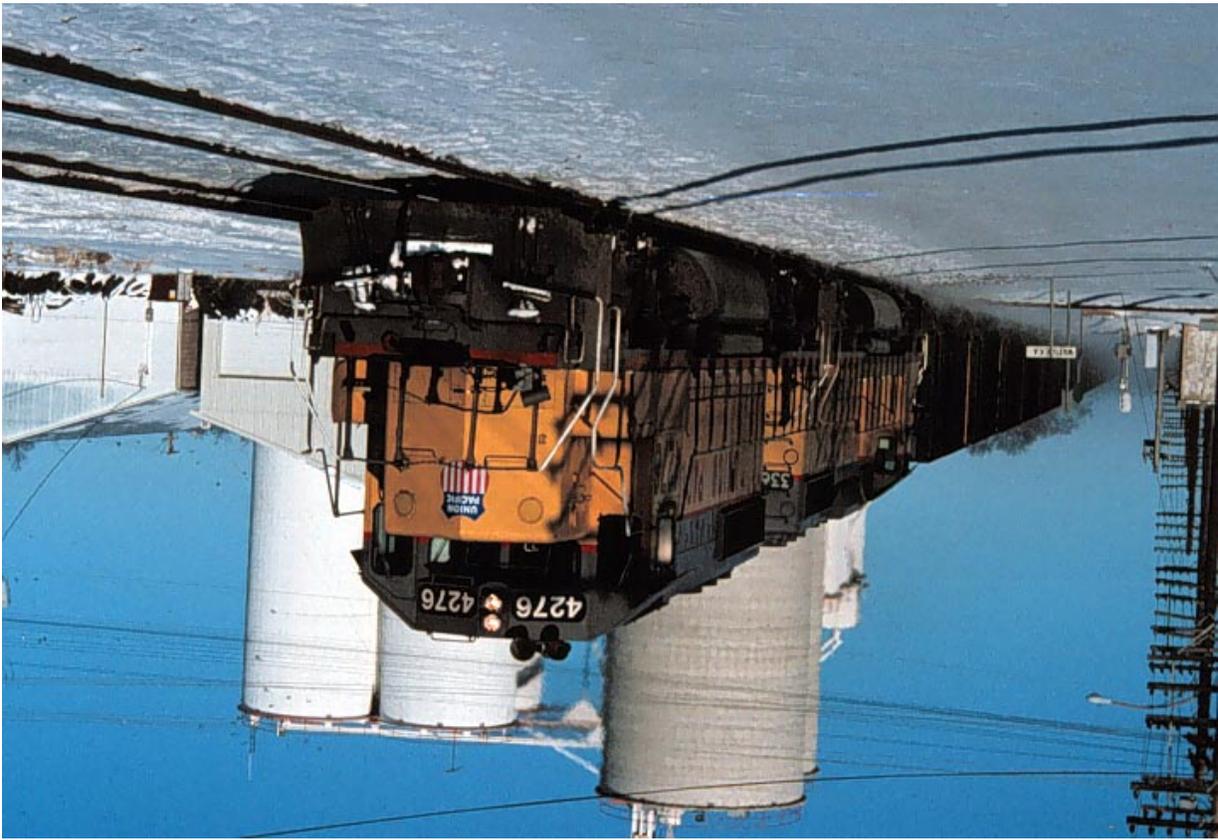


The date is December 26, 1990, as southbound UP train CWESM kicks up the snow over the TP&W diamond at Watsseka, IL. Did the crew get what they wanted from Santa? Photo by Doug Nipper



DANVILLE JUNCTION CHAPTER

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

“THE DANVILLE FLYER”

FIRST CLASS MAIL

DANVILLE FLYER

A PUBLICATION OF THE DANVILLE JUNCTION CHAPTER, INC, NRHS

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

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

Membership in the Chapter is open to anyone having an interest in any aspect of railroading. Dues per year are \$12.00 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 and August) at the the Pizza Inn, N. Gilbert Street (Ill. Rt. 1) and Williams Street next to the Conrail in Danville, IL beginning at 1:00 PM Central Time.

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Coming Events

January 18, 1998

CHANGE - Monthly meeting at Pizza Inn - Gilbert Street & Williams Street, 1-4 PM - Order from the menu.

January 17-18, 1998

Great American Train Show, St. Louis, Missouri. Cervantes Convention Center on Washington and 8th Street. 11-5 PM, admission \$5.

January 24, 1998

Indianapolis Model Railroad Show, Southport High School, 971 E. Banta Rd, Indianapolis 10-3, \$2.

January 24 -25, 1998

Great American Train Show, Peoria, Illinois - Peoria Civic Center 11-5 on

Saturday, 11-4 on Sunday, \$5.

March 28 - 29, 1998

Model Railroad Show and Swap Meet - Lincoln Square Mall, Urbana, Illinois 10-6 on Saturday, 11-5 on Sunday. Chapter and C&EI HS will have display and sales areas. No admission.

July 8-12, 1998

Syracuse, NY - NRHS National Convention - Doug Butzow, Randy Rippey and Rick Schroeder are planning to attend - make your plans now to join them.

Next Meeting

NEW MEETING SITE / TIME- - - Beginning in January we will be moving to a new meeting site, on a different day and a different time. As many of you know, we were going to move from Cooke Business Products sometime in early 1998. At the November meeting members that were present voted to investigate moving the meeting to Sunday's and to the Pizza Inn Restaurant. Beginning on Sunday, January 18, 1998, we will meet at 1:00 PM at the Pizza Inn located at Gilbert Street (Route 1) and Williams Street next to Conrail's Danville Secondary. The meeting room will be the same site of our Christmas meeting and all the restaurant asks is that we order a meal. If you have attended the Christmas meeting in the past you know the menu

Continued on Page 8





Happy Holidays

The officers of the Danville Junction Chapter, NRHS, wish all of you a very Merry Christmas and a Happy New Year. We appreciate the support you have given the chapter in 1997 and look forward to your continued support in 1998.

BNSF and Tex-Mex begin new interchange

Burlington Northern Santa Fe and Texas Mexican Railway have begun operating run-through trains via a new temporary interchange at Flatonia, Texas, as authorized by the Surface Transportation Board as part of the board's emergency service order addressing rail service problems in the Western U.S. The first BNSF-Tex Mex run-through over Flatonia operated from Temple to Robstown, Texas (just west of Corpus Christi), on November 10 with 86 cars.

BNSF, as a result of competitive conditions resulting from the Union Pacific-Southern Pacific merger, gained access to the Tex Mex in September 1996 when BNSF initiated service between Temple and Corpus Christi through Algoa, Texas, in the Houston area. During the last few

months, however, BNSF's operations over UP trackage rights between Algoa and Corpus Christi grew increasingly delayed and erratic due to congestion on UP.

"The 100-mile shortcut for freight to Mexico afforded by the Flatonia interchange with Tex Mex improves BNSF customer access to Mexico and helps all rail customers by taking business out of the Houston area which does not need to travel there," said Pete Rickershauser, BNSF's vice president, UP-SP Lines and Mexico Business Unit. Operations via the Flatonia interchange cuts 100 miles off the route between Temple and Robstown, saving 24 hours in transit time and improving consistency and equipment turn time.

Surface Transportation Board Decision

On November 25, 1997, the STB issued a decision on an application by Norfolk Southern and CSX Transportation to construct connecting tracks between their lines and Conrail, and in an NS case, to the Union Pacific.

CSX will be allowed to build connections at Willow Creek, Indiana, Greenwich and Sidney Junction, Ohio and between two Conrail lines at Crestline, Ohio. Norfolk Southern will be allowed to build connections to Conrail at Alexandria, Indiana and Bucyrus, Ohio and to the Union Pacific at Sidney, Illinois. The decision allows the rail lines to build the connections prior to any decision on the future acquisition of Conrail.

In Crestline CSX will construct a 1500 foot connection in the northeastern quadrant of the two Conrail lines. This will permit traffic to move over the Crestline to Ft. Wayne line that CSX will acquire if the CR transaction is approved. CSX

estimates 5 trains a day will use the connection.

At Willow Creek in Portage, Indiana CSX will build a new connection in the southern quadrant of the CSX/CR crossing. This will connect the Garrett Subdivision with the Porter Branch of Conrail, enhancing rail operations between Garrett and Chicago. CSX estimates that 10 trains a day will use the new 6,200 foot connection.

In Greenwich, OH a new connection will be built in the northwest and southeast quadrants of the CSX/CR crossing. This will connect the Cleveland to Indianapolis line with the CSX Akron to Chicago line. At this time CSX is double tracking the line to Chicago and Conrail is double tracking segments of the line to Cleveland. CSX estimates that 32 trains a day will use the new northwest connection and 9 trains a day will use the southeast connection.

In Sidney, Ohio a new 3,263 foot connection will be built in the southeastern quadrant in the southern portion of Sidney. The connection will allow northbound trains to proceed east from Cincinnati to

Cleveland and westbound trains to travel to Cincinnati. CSX estimates 9 trains a day will use the connection.

Norfolk Southern will

build a new connection at Sidney, Illinois. The new UP connection will be 3,250 feet long and will traverse cropland in the southwest quadrant of the crossing. This will allow NS traffic off the Conrail acquired system to move to points beyond Pine Bluff, AR. NS anticipates that 9 trains a day will use the connection.

In Alexandria, IN a 1,052 foot connection will be built between NS and Conrail. The connection would connect the main line between Marion and Anderson, IN to the NS main line between Muncie and Lafayette, IN. This will provide a more efficient route between points in the upper Midwest and southeastern US. The

You know you're a railfan when while engaged in intimate relations, you suddenly find yourself listening to the train passing outside the window and trying to determine the model of locomotive on the head end.

railroad anticipates that 7 trains a day will use the connection.

In Bucyrus, Ohio a connection will be built in the southeastern quadrant of the Conrail crossing. This will connect existing NS main line between Bellevue and Columbus to the Conrail line between Crestline, OH and Ft. Wayne, IN. The connection will be used for trains operating from Columbus to eastern Ohio and western Pennsylvania. NS will acquire the Conrail line east of Crestline, Ohio. An average of 8 trains a day will use the new connection.

The effective decision date is December 5, 1997. Check out the Surface Transportation Board at www.stb.dot.com

FRA proposes Legislation to Combat Trespassing

Last year, 474 persons were killed in trespassing-related accidents on railroad property, and so the Federal Railroad Administration has developed model legislation to attack trespassing and vandalism problems on urban and rural rail property. FRA said that penalty provisions in this model legislation “reflect a compromise between the strongest and the weakest penalties for trespassing and vandalism on railroad property.”

Under the models, trespassers would be subject to a fine of not more than \$100, imprisonment for not more than 30 days, or both. Train-hopping (“stowing away”, in FRA parlance) would bring a fine of up to \$1,000, imprisonment for not more than six months, or both.

Penalties for some forms of vandalism are stiffer. Reckless acts that cause injury or property damage exceeding \$500 can be punished by a fine of not more than \$10,000, imprisonment for 10 years, or both. If serious injury or death results from a reckless act of vandalism, penalties can escalate to \$20,000, or imprisonment for up to 20 years, or both.

Continued on Page 4

CPR Reaches Commercial Access Settlements with Both NS and CSX Prior to STB

October 21, 1997

NORFOLK, VA and CALGARY, AB — Settlements providing effective joint-line commercial access for shippers in New York, New Jersey and Pennsylvania via the Canadian Pacific Railway (CPR) through its northeastern subsidiary, the Delaware and Hudson Railway (D&H), were concluded today between the CPR, Norfolk Southern Corporation (NSC) and CSX Corporation (CSX).

In light of these settlements, CPR said it supports the NSC and CSX application to control Conrail, and it will not seek protective conditions from the STB. The two settlements address issues raised by NSC’s and CSX’s joint application and were achieved after months of negotiations between Calgary, Alberta-based CPR, Norfolk, VA-based NSC and Richmond, VA-based CSX. The companies said actual terms of the settlements will remain confidential.

However, the settlements with NSC and CSX provide that, through special traffic interchange and joint-line marketing arrangements, railway customers located in New Jersey, the Buffalo/Niagara Frontier area, the greater Philadelphia area and those located in a number of other, smaller geographic areas in the Northeast will receive effective commercial access to and from CPR markets through its D&H subsidiary.

The CSX settlement also provides shippers in the New York City and Long Island areas with effective access to the CPR for the movement of traffic currently handled by trucks. As part of the CSX settlement, CPR provides CSX with similar access to the Montreal market for traffic currently moving by truck.

The settlements fulfill many of the goals of the CPR’s and D&H’s August filing with the STB, which requested new trackage rights and switching privileges to provide improved shipping alternatives. CPR said that while the arrangements with NSC and CSX differ from the requests made initially to the STB, they accomplish substantially the same goals in these markets.

The NSC settlement follows an earlier agreement with CPR made in May 1997 where, after the Conrail transaction has been concluded, the D&H will provide haulage services connecting NSC at Harrisburg, PA and Binghamton, NY with the Springfield Terminal Railway at Mechanicville, NY near Albany, and NSC will provide haulage services connecting CPR at Detroit, MI with Chicago, IL.

“It is good that we have reached these agreements with NSC and CSX and can now support them in their application to control Conrail,” said Robert Ritchie, president and chief executive officer of CPR. “The terms of our settlements will make it possible for CPR to effectively serve a much larger traffic base in New York, New Jersey and Pennsylvania. A number of the historic limitations of the Delaware and Hudson franchise in these areas have been addressed.”

David R. Goode, chairman, president and chief executive officer of NSC, said “I am pleased to have settled with CPR the issues raised by NSC’s application to control Conrail. This settlement will increase rail alternatives for customers in New Jersey and Pennsylvania. We look forward to working with Canadian Pacific in implementing our plans for Conrail. Our joint-line agreement will benefit customers both in Canada and the Northeast.”

“This agreement is an important step toward securing STB approval,” said John W. Snow, chairman, president and chief executive officer of CSX Corporation. “Our settlement provides the City of New York, the Port of New York/New Jersey and other Northeast customers with expanded access to the Canadian Pacific system and the

markets it serves and gives CSX and its customers comparable access to Canadian markets.”

Via Norfolk Southern Corporation
<http://www.nscorp.com/>

Continued from Page 3

Willful acts can be subject to “enhanced” penalties.

Model penalties are also set up for theft and receipt of stolen property. This will hurt the legitimate rail fan. But it is another case of the innocent suffering from the acts of the wicked.

Via Watauga Valley Chapter

(Editor: Some of you may be aware that NS is much stricter on trespassing - especially in the Danville area. Over the past few years they have picked a weekend, or weekdays, and stationed two of their finest to stop trespassers from crossing their tracks at locations other than grade crossings. They do issue tickets. Nationwide we are reaching the point where more people are killed trespassing than are killed at grade crossings.

A recent case in point. In early November a teenager was killed south of Bloomington by an Amtrak train. Though I do not know all the facts, apparently, according to news reports, he was walking down the single track line and was struck by the train traveling about 70 mph. News reports indicated the distraught parents were calling for speed restrictions - indicating that if the train had been traveling less than 50 mph their son would have had a chance to jump clear. The shots on TV indicated that the section of track had the roadbed from the former double track line. Instead of walking on the former roadbed (still trespassing) the teenager was on the track and apparently had his back to the train.

After any accident there is a call to reduce speed. This never solves the problem. Would the same teenager, or his parents, walk down the center of the beltline around Bloomington. I think not. They would not survive very long. Why

do people still think they can walk down railroads and never get hit. Our thoughts go out to any parent that has lost a child. We only hope that other parents will teach their children that railroads, like highways, are dangerous places to be.

New rail hub on tap south of Chicago

Just south of Joliet, Ill., 40 miles south of Chicago just south of Interstate 80, lies a 37-square-mile plot of land said to be the largest undeveloped parcel nearest to a major Midwestern city. It was formerly the site of the Joliet Arsenal, an ammunition plant that once had dozens of miles of railroad track in it, connecting to nearby systems including Santa Fe, GM&O, and Wabash (now BNSF, Union Pacific, and Norfolk Southern, respectively). Now a new state-created board called the Joliet Arsenal Development Authority, is working to oversee the future of this unique land resource in a project claimed to be the nation’s largest transformation from military to civilian use. Environmental cleanup now is under way to clear contaminants left from TNT production.

Some uses planned for the property, once considered as a possible site for a third Chicago airport (that designation later went to land between Peotone and Beecher, to the southeast), include a national tallgrass prairie, a veterans cemetery, and a county landfill. But a major chunk is bound for use as two industrial parks, one with a large railroad intermodal hub.

Studies have shown that successful development of the industrial property would hinge on attracting such a transfer center, says Richard Kwasneski, JADA’s executive director, and Danny Kohrtdt, a California entrepreneur who bought development rights for one of two industrial parks, hopes to begin transforming the site next spring. For the local economy, that means the eventual creation of 1000 to 1500 jobs, Kohrtdt, president of Transport Development Group Inc., told Chicago’s “Daily Southtown” newspa-

per.

On a larger scale, the hub would add a major freight warehousing and transfer center to the nation’s rail network. Plans call for a freight storage dropoff and intermodal on the 1900-acre parcel Kohrtdt bought for \$2.8 million, last month, a transaction that marks the first development agreement for the parks. Kohrtdt already is clearing the land to be known as Deer Run Industrial Park of buildings, pipes, and underground concrete. Exactly when his company can start building the rail hub depends on how quickly the U.S. Army transfers the land to him. Kohrtdt says he hopes that will be by next May. He has already met with Burlington Northern Santa Fe.

Via Trains On-Line November 26

Who is after what in the Conrail split

Don’t place any bets on some of what’s below coming to pass, but filings to the Surface Transportation Board revealed some interesting requests by short lines and regionals that will be affected by CSX and Norfolk Southern acquiring and splitting up Conrail. Bear in mind these are “starting point” requests, and that both CSX and NS have been conducting ongoing negotiations with these smaller connecting carriers aimed toward obtaining their support in the giant deal.

—**Elgin, Joliet & Eastern and I&M Rail Link** seek to acquire, and thereafter to divide into two equal parts, Conrail’s 51 percent stock ownership of Indiana Harbor Belt Railroad.

—**Wisconsin Central** seeks to acquire from Baltimore & Ohio Chicago Terminal, a wholly owned CSX subsidiary, a portion of B&OCT’s Altenheim Subdivision, from Milepost 37.4 in Forest Park to a point of connection with Union Pacific and Conrail’s Panhandle Line near Rockwell Street in Chicago. Forest Park at one time was a junction and common point of ownership change among B&OCT, Chicago Great Western, and

Soo Line; now it is simply a change of ownership on WC's through route into Chicago.

—**Bessemer & Lake Erie** seeks overhead trackage rights over: Conrail's Mon Line between the connection with Union Railroad, a B&LE affiliate, at Pittsburgh (Duquesne), Pa., and Conrail's Shire Oaks Yard in Shire Oaks, Pa., 14 miles, and/or CSX's former Pittsburgh & Lake Erie line between the connection with Union Railroad at Bessemer (Pittsburgh), Pa., and CSX's Newell Interchange Yard near Brownsville, 40 miles. The overhead trackage rights would be restricted to the transportation of coal originating at current or future mines on the former Monongahela Railway lines and destined to B&LE's P&C Dock at Conneaut, Ohio.

—**Illinois Central** seeks to acquire CSX's 2-mile Leewood-Aulon Line in Memphis, Tenn.

—**R.J. Corman** seeks ownership of or trackage rights on 2 miles Conrail's line in Lima, Ohio.

—**New York DOT** seeks full-service trackage rights in favor of a rail carrier other than Conrail or CSX over the lines of Conrail between points of connection with Delaware & Hudson near Schenectady, N.Y., and Selkirk Yard near Selkirk, N.Y., on the one hand, and, on the other, CP75 near Poughkeepsie, together with sufficient rights on tracks within Selkirk Yard to permit the efficient interchange of freight with D&H; full-service trackage rights in favor of a rail carrier other than Conrail or CSX, over Conrail between Mott Haven Junction, N.Y., and the point of connection with the Long Island Rail Road near Fresh Pond via the Harlem River Yard; and to the extent necessary to permit uninterrupted rail freight transportation between CP160 and/or Selkirk Yard, on the one hand, and, on the other, Fresh Pond, a declaration that Metro-North Railroad may grant unrestricted trackage rights over the lines between CP75 and Mott Haven Junction to a carrier other than Conrail or CSX.

—**New England Central** seeks "limited trackage rights" between Palmer and West Springfield, Mass., 18 miles, over

Conrail's Boston Line (to be acquired by CSX); between West Springfield, and Albany, Selkirk, and Mechanicville, 98 miles; and between Albany and the New Jersey/New York Shared Assets Area, 140 miles, over the Conrail River Line on the west side of the Hudson that is to be acquired by CSX.

—**Indiana Southern** seeks overhead trackage rights in Indianapolis over all Conrail lines needed to access the 2-to-1 shippers in Indianapolis; and local trackage rights over Conrail lines to be acquired by CSX from Indianapolis to Shelbyville, 27 miles; Crawfordsville, 44 miles; and Muncie, 55 miles.

—**Indiana & Ohio Railway** seeks overhead trackage rights over CSX between East Norwood and Washington Court House, Ohio, 65 miles; local trackage rights between Monroe and Middletown, Ohio, 5 miles, over the line to be acquired by NS (with the right to connect at Middletown with CSX and IORY's existing rights through Middletown over Conrail); local rights between Sidney and Quincy, 10 miles; local trackage rights between Sharonville and Columbus, 125 miles, over the line to be acquired by NS; local rights between Quincy and Marion, 52 miles, over the line to be acquired by CSX; local rights between Lima and Fort Wayne, Ind., 59 miles, over the line to be acquired by CSX; local rights over CR's Erie track in Lima; and local rights between Quincy and Marysville, over the line to be acquired by CSX.

—**Ann Arbor** seeks "limited trackage rights" between Toledo and Chicago, via Elkhart, 230 miles, over the Conrail main line to be acquired by NS; and a condition permitting AA to interchange traffic with Canadian Pacific at Ann Arbor, Mich. (CP will be operating on NS's Detroit Line).

—**Wheeling & Lake Erie** seeks, among other things, haulage and trackage rights to Chicago including access to Belt Railway of Chicago and rights for interchange with all carriers, specifically including Wisconsin Central; haulage and trackage rights from Bellevue to Toledo, 54 miles, for interchange with Ann Arbor Railroad, Canadian National, and Indiana

& Ohio; haulage and trackage rights to Erie, Pa., with the right to interchange with other railroads; the right "to lease to own" Conrail's Randall Secondary from Cleveland to Mantua, Ohio, and the Huron Branch (Shinrock to Huron) and Huron dock on Lake Erie; haulage and trackage rights on CSX from Benwood to Brooklyn Junction; and trackage rights on the NS Sandusky District from Chatfield to Colson, Ohio, for a junction with the Conrail Fort Wayne Line; and access, via haulage and trackage rights on the CSX New Castle Subdivision, to the Ohio Edison Power plant at Niles, Ohio, and to Erie, Pa., for interchange to the Buffalo & Pittsburgh. W&LE also requests that provision be made for an inclusion proceeding in the event that W&LE fails during a post-merger oversight period.

—**Canadian National and Grand Trunk Western** seek trackage rights over 1.5 miles of the Conrail northbound main line at Trenton, Mich., to serve Detroit Edison's Trenton Channel power plant. GTW has filed a notice to construct and operate, at Trenton, a connection between its Shore Line Subdivision and the Conrail northbound main.

—**Louisville & Indiana** has signed an agreement granting CSX overhead trackage rights between Indianapolis and Louisville, conditioned on approval of the Conrail split. L&I operates the former Pennsylvania (later Conrail) line between those points. In a separate pact, L&I will operate over CSX in the Indianapolis area to interchange with Norfolk

Chicago and Alton Station Demolished

Union Pacific announced on Monday, September 22, plans to tear down the old Union Station in Bloomington, Illinois. This Westside landmark was built for the Chicago & Alton Railroad in 1913 and served passengers traveling by rail for about 77 years until Amtrak moved into a new station located in Normal, Ill. After

the move. the old but beautiful building was completely abandoned. Although it was sad to see this place left to deteriorate, it was a smart business~ move.

Amtrak's new station in Normal is very close to Illinois State University and the dormitories there. Ridership has grown since the 1990 move due in part to the new location, which has made Normal, Ill., Amtrak's most patronized stop between Chicago and St. Louis. Demolition of the Front Street Bridge leading to the station began on October 16. During the previous month, asbestos had been removed from the building's interior preparing for the eventual demolition on Monday, October 20.

Via Midwest Rail Scene

Wheel Report

CSX locomotive 700 has been named *Spirit of Cumberland*. It was christened on CSX day at Cumberland, Maryland by Maryland's lieutenant governor, Kathleen Kennedy Townsend. The ceremony honored the railroad's contribution to the city's economy. Unit 700 is a newly-built SD70AC and all of the units of that class have been assigned to service on trains of the Cumberland Coal Business Unit. *Via the Bull Sheet*

CSX Alice Siding - On November 17 CSX removed a 24-foot span south of Vincennes, Indiana to install a pre-cast concrete box culvert. The project delayed trains for almost 5 hours beyond the planned outage. The following day the balance of the culvert sections were delivered and the contractor finished the installation to allow construction of the siding to proceed.

CSXT and CSXI have new home pages on the Internet. Check them out at www.CSXT.com or www.CSXI.com. The new pages have more links to areas of CSX for both the news media and customers. Both pages have system maps and plans for the Conrail acquisition.

BURLINGTON SHORTLINE, doing business as Burlington Junction Railway, is a new Class 3 rail carrier in Iowa. The

railroad acquired 9,205 feet of BNSF trackage in Burlington, Iowa on November 24. The 1.74 mile railroad operates between a point 247 feet south of BNSF's mainline switch east of the BNSF equipment maintenance facility to a point 9,452 feet south of BNSF's mainline switch. BSL will, of course, interchange with BNSF. *Via STB docket*

OWENSVILLE TERMINAL COMPANY has filed with the STB to abandon 22.5 miles of former Illinois Central track from Browns, Illinois to Poseyville, Indiana. The line was operated by Indiana Hi-Rail and includes a bridge over the Wabash River, damaged in a major flood a few years back. Stations affected include Browns and Grayville, Illinois and Griffin and Stewartsville, Indiana. The line has been out of service for several years.

UNION PACIFIC is offering for sale former C&NW F7A's #400, 402 and 403 along with F7B's 315, 410 and 411. All units, except for #315, had seen service in C&NW business trains, until a decade ago. None are in running condition. Also offered are former CNW *Lake Michigan* and former Southern Pacific cars - business car *Oregon*, instrument car #252 and a sleeper *Sunset Limited*. Check out the locomotives and cars, complete with photos and description, on UP's home page. Minimum bid price is included so get your check book out.

The Cereal City

By Bruce Bird

The week of Thanksgiving my family and I spent 3 days visiting my wife's grandmother in Battle Creek, MI. I always enjoy going to Battle Creek because the train-watching is Grrreat! (to quote from a famous BC 'citizen'). The Grand Trunk Western mainline and the Conrail ex-Michigan Central mainline converge and run on joint double track through downtown and then split on either side of town. This combined alignment is on the original GTW roadbed-the MC through town was abandoned but the station survives as a very classy restaurant called Clara's. Conrail has a small

yard on the east side of town adjacent to the huge Kellogg's Cereal plant and has a local switcher and a daily visit from a through freight between Kalamazoo and Detroit. The real show in town however is the GT. Their system shops are also adjacent to Kellogg's, although on the other side and largely inaccessible. A major yard is located just to the north of the shops and is active round the clock. I'll look at the action of each road separately.

Again Conrail is not a big player here, but the line itself is busy. That is due to Amtrak Chicago-Detroit corridor trains running this route. Three trains each way daily keep the old MC shiny and in good physical condition. Battle Creek is served however by eight trains a day, the other being the joint Amtrak-VIA *International* that runs from Chicago to Toronto. This train uses Conrail west of town but then splits off and follows the GTW main to Port Huron and the new tunnel under the St. Clair River, bypassing Detroit entirely. These trains almost always run with a VIA F40PH as power with Amtrak coaches. The Detroit trains are usually push-pull with cab control cars. A through freight visits during the middle of the day and almost always will make a pickup from the yard. This is the only through freight on this line. The Conrail local works usually at night and serves both the huge Kellogg's complex as well as the Post Cereal facility a couple of blocks away. Their yard is chock full of hi-cube boxcars and 60 footers with the KELX reporting marks of Kellogg's own fleet. The front door of the Kellogg's plant faces the Conrail main and a statue of Tony the Tiger can be found waving at every passing train.

For exciting, modern railroading the action on the Grand Trunk can't be beat. They are currently running around 40 trains a day on their double track main. The opening of the new St. Clair River tunnel (which will accommodate double stacks) is paying big dividends back to the railroad now. Up until a few years ago the GT would hardly run any run-through power east from Chicago, preferring to tack on a set of their numerous GP38-2s and GP40-2s instead. This has

changed in recent years and now just about anything (and I do mean ANYTHING) can be found running through town. On one of the days I visited I shot an eastbound 'fleet' of trains lead by an automotive train with 2 blue & yellow Santa Fe-MKM units and one GE Warbonnet, followed by a general freight tugged by a set of 3 UP SD40-2s, followed again by a coal train for Lansing pulled by a CNW AC4400CW Operation Lifesaver and SP AC4400CW. Shortly after pulling into the yard a pair of westbounds arrived with a standard set of orange and blue GT 38s and 40s, followed by a pair of shiny new CN SD75Is in the new non-map scheme towing double stacks.

Other roads and notable units I spied that week included NS, Conrail and CSX units, SP, WC, MRL, and MPI SD45s, and an ex-Detroit Edison SD40. The yard crews are set up with rebuilt and original GP9s and GP18s, and there are usually 2 crews working the south end of the yard daily. The GP9s and 18s are quite a sight to see working a big string of autoracks! A new overpass at Emmett Street was completed this year, replacing an at-grade crossing at the throat of the yard that was a headache to both the railroad and motorists. It has a walkway on the north side that makes a great, safe area to view the action at the south end of the yard. Another good spot in the AM is from the employee parking lot at the base of the yard tower. The low, early morning light shines perfectly on the yard leads and I've never been hassled by the railroad as long as I stay in the lot.

A public road accesses the north junction leading into the yard and is a great place to catch inbound trains in the AM. Another public road leads back to the lead into the locomotive shops, but you promptly run into 'No Trespassing' signs at the crossing. The security folks at adjacent Kellogg's and the railroad contact each other when they see anyone trespassing, so tempting this sign will definitely get you in hot water.

Other spots to watch trains in the area include the modern train and bus depot downtown, adjacent to the Purina Cereal plant. The station is small but efficient.

Downtown Battle Creek has undergone a renaissance with the new headquarters of Kellogg Cereal and the Kellogg Foundation being located there. Many shops, restaurants, and hotels have sprung up, and there is even a small waterpark next to the station's parking lot. Small towns in the area with good photo spots include Bellevue, Charlotte, and Climax.

With the impending Conrail split NS will get the old Michigan Central. They already have an agreement with Canadian Pacific to route their Chicago-Detroit trains onto the MC. I also had a chance to talk with a GT crewmember and he said that CN is planning to send up to 10 MORE trains a day onto the GT within the next 2 years. Battle Creek is a great train-watching spot right now, but it appears that it will only get better.

Area Norfolk Southern Freight Trains after Conrail Acquisition

Both CSX and Norfolk Southern have studied the traffic patterns that will develop, they hope, after they acquire their portion of Conrail. The railroads assigned a management team to study the anticipated traffic patterns and to develop an operating plan that was submitted to the STB. Both seem very optimistic in their plan. The following is a list of anticipate trains that may operate through our area beginning in late 1998. Remember, NS has added trains over the last year and beginning in January 1998 they will add two or more auto trains each way to the mixing centers at Kansas City and Fostoria, Ohio.

Intermodal Trains

Croxtan, NJ to St. Louis with connections to Kansas City - 1 daily train each way.

Harrisburg to Kansas City, UP - 1 daily train each way.

Toledo, OH to Kansas City, BNSF - two

daily trains each way, one operating to Airline, OH hub.

Automobile traffic

Bellevue to Kansas City - 2 UP trains each way a day.

Bellevue to Sidney, IL - 1 UP train each way per day.

Detroit to Kansas City - 1 BNSF train each way per day.

St. Louis to Sterling - BNSF auto parts each way per day.

General Manifest Freight

Ft. Wayne to Tolono, IL - 1 IC train each way per day.

Ft. Wayne to Sidney, IL - 1 UP train each way per day.

Conway, PA to Sidney, IL - 1 UP train each way per day.

Conway to Decatur, IL - 1 train each way per day for UP and BNSF bypass traffic.

Kansas City to Decatur - 2 trains daily for run through blocks from UP and BNSF for Conway.

Decatur to N. Platte, NE - run through with UP daily.

Look for additional RoadRailer trains to operate as terminals get expanded and more run through traffic is generated with BNSF. This may occur prior to the Conrail acquisition.

It is interesting, when talking to Conrail personnel, that both railroads expect to almost double the number of trains that Conrail now operates. Time will tell how much each railroad gets in the traffic base. NS will end up with the shorter route from New York and Philadelphia to Chicago and the Midwest. They also have more double track railroad on the short route.

If you have been reading the news lately you should know that the STB has extended the decision date by 45 days for "safety concerns". Look for other extensions to occur late this year or early next year.

Amtrak's Midwest trains show ridership gains

Amtrak ridership is up by about 10 percent for the recently completed fiscal year on short and medium-distance Midwest corridor trains, including trains operated under contracts with state departments of transportation in Michigan, Wisconsin, Illinois, and Missouri.

Ridership on Chicago routes to and from Detroit and Pontiac, plus Grand Rapids, Mich., are on record-setting paces, as is the route between St. Louis and Kansas City. During fiscal 1997 (October 1996-September 1997), ridership on Amtrak trains serving the Chicago, Detroit, Milwaukee, Kansas City, and St. Louis routes, along with Toronto, Ontario, is up as much as 21 percent compared to October 1995-September 1996. Passenger count is up by nearly 145,000.

Specifics by state:

Wisconsin: The Chicago-Milwaukee Hiawatha Service trains (six Monday-Saturday round trips, five on Sundays, supported by Wisconsin and, to a lesser extent, Illinois) are up 12.8 percent, including a 7.5 percent increase for fourth quarter (July-September 1997). One boost: Wisconsin contracted with Amtrak for demonstrations of the Danish Flexliner train in place of conventional service in June and September, with resultant ridership increases.

Michigan: Ridership is up on all three routes, including the state-supported *Pere Marquette* daily round trip to Grand Rapids (up 21.7 percent) and daily *International* to Toronto (state-supported as far as Port Huron, up 12.5 percent). Ridership on the Chicago-Detroit/Pontiac corridor, three daily round trips, is up 11.6 percent.

Illinois: Ridership is up in all three corridors: Chicago to St. Louis, Carbondale, and Quincy. The Chicago-Carbondale *Illini* is up 4.6 percent, including a 12.5 percent increase for the fourth quarter. The *Illinois Zephyr* to Quincy is up 7.5

percent, and the Chicago-St. Louis corridor (three daily round trips, one state-supported), is up slightly for the fiscal year and up 2.6 percent for the fourth quarter. Ridership for the Illinois-supported Chicago-St. Louis *State House* showed the highest ridership in July and August in at least 10 years, as did the *Illinois Zephyr* in July and August.

Missouri: Ridership in the state-supported St. Louis-Kansas City corridor (two daily round trips) is up 19 percent for the year. Interest and ridership was boosted in April by a Flexliner demonstration on the St. Louis and Kansas City Mules.

Next Meeting continued

ranges from \$5-8. Meetings will held the third Sunday of the month - January through May and September through November - 8 meetings a year. The December meeting will still be the first Sunday of the month. We will no longer meet June through August - usually poor attendance in June anyway.

The change in day and time should allow more members that live away from Danville to attend. Also, in the winter months travel on Sunday afternoon should be better than in the evening. We look forward to seeing more of you at the meetings next year.

GE warranty units

For those un-aware, GE has been supplying CSX with warranty and "get by until delivery" units, in lieu of AC's and such with, get this, EMD SD-70M's. If memory serves me correctly 25 of these monsters have been leased from EMD by GE for just this purpose and they are now finding their way on to Chicago Service Lane trains. In the last several days these SD70's have been showing up quite regularly in the consists of the intermodal trains.

These trains have also been getting SP

recently as well. For you "tracers" the locomotives carry EMDX reporting marks and 7000-7024 road numbers painted in EMD's lease fleet scheme.

These behemoths look rather odd sandwiched between two B36-7's, but do break up the monotony of the typical CSX all GE lash-ups.

Via William C. Foster

(Editor: Several of these units have been spotted in Danville - keep your camera's ready)

DM&E picks southern route to Powder River Basin

The Dakota, Minnesota & Eastern Railroad has selected a route around the southern end of the Black Hills to extend its line from South Dakota into Wyoming's coal fields, DM&E President Kevin Schieffer announced last week. When DM&E revealed its \$1.2 billion, 5-year expansion plan last June, it said it was considering three routes. The southern one, although 250 miles in length compared with about 100 miles for the northern one extending off its existing line at Colony (Bentonite), Wyo., northwest of Rapid City, S.Dak., provides greater flexibility in dealing with landowners and environmental issues, Schieffer said. The line would parallel much of the Cheyenne River drainage from Wasta to the coal mines in the Powder River Basin south of Gillette, Wyo. The southern route will cost more to build than the northern one, but the southern route will reduce travel time and fuel consumption by trains, Schieffer said.

Landowners along the southern route say they plan to continue their efforts to stop the railroad from building through their property, citing disruption to their ranch operations and probable environmental problems. DM&E says the southern route provides the most flexibility for addressing issues raised by landowners because there are many options for locating the line. "It also allows us a higher degree of

probability in finding more willing sellers than would be the case in the northern corridor," Schieffer wrote in a DM&E newsletter. "Based on my personal discussions, there are more landowners on the southern route who see a potential to work with us and to participate in the economic advantages of the project."

DM&E now will start identifying the options within the southern corridor, which is up to 10 miles wide at some points, Schieffer said. Schieffer said that even before the final route is set, DM&E will talk with landowners about how the line could be located on their property and about how much they could be compensated. He said the company could use eminent domain laws to condemn land, but he hopes to exhaust other possibilities before looking at condemnation. Schieffer said he thinks DM&E could start building in 1999 or 2000, and construction would take about two years. As part of its expansion to the coalfields, DM&E must also rebuild its 650-mile trunk line from Rapid City east to south-eastern Minnesota.

If it expands into the Powder River Basin, DM&E would be the third railroad serving the coal mines, joining UP and BNSF. Some analysts believe Western coal still has a bright future because it is inexpensive to mine and creates less air pollution than other coal at a time when utilities are being pressured to reduce both their costs and emissions. And while DM&E's plan generated some initial skepticism, subsequent freight congestion problems on UP and BNSF elsewhere on their systems point to a possible need for another coal route. Currently BNSF and UP together have a total of five mainline routes east and south out of the Powder River Basin for unit trains, from North Dakota on the north to Colorado on the south.

DM&E estimated that its project would create more than 6000 short-term construction jobs and over 2000 permanent positions in Wyoming, South Dakota and Minnesota. Several other railroads, including Illinois Central, are said to be interested in working with DM&E to provide a shorter route between some Wyoming mines and upper Midwest utilities. DM&E said it would submit an ac-

tual application for regulatory approval after a detailed route proposal is completed. The project has no confirmed financial backing at this stage, and outside funding is required since DM&E's estimated annual revenue of \$60 million or less does not generate enough cash for such an expansion.

Via Trains On-Line

(Editor: WVP and URS Greiner along with a major contractor are planning to propose on this project. If successful, this project along, with the Tongue River Railroad project in Montana, could keep us busy for several years in the Power River Basin area.)

Running Extra

Elsewhere in this issue you read about the motive power CSX is leasing. The units are EMDX SD70M's 7000,7005-9, 7011-12, 7014-24 and CR C30-7's 500,505,513,516, 517, 519, 523, 534, 537, 538, 542, 544, 547, 549 and 553.

For those of you that have Internet access the NKP has several sites to visit. The NKP Technical and Historical Society can be reached at <http://www.iac/~nkphs/index.html>. The Mad River and NKP Museum in Bellevue, Ohio has a site at <http://www.onebellevue.com/madriver>. John Fryar has a site devoted to the NKP at <http://www.geocities.com/~nkpr/>. The shortline the Ohio Central also has a site at http://web1.tusco.net/rail/new_ohcr.html. As listed in the past, if you want access to the Surface Transportation Board check <http://www.stb.dot.com>.

Our thanks to member Bob Lehen for his fine program at the annual meeting. If you missed the slide program about the Boy Scouts and the Railroad Merit Badge pick up a copy of *TRAINS* or *MODEL RAILROADER*, or wait until next month and read Bob's article.

O/L - through August there has been a 17% reduction in vehicle/train incidents compared to the same period last year. Great News!!

1998 Dues

Last month we sent your renewal notice for 1998 dues. This included renewal notice for the NRHS and the museum.

The NRHS renewal form is a two-part form plus it includes your 1998 membership card. Remove the top portion and return to Allen Cooke with your check for \$29. Donations to the chapter, and /or the NRHS, are appreciated. For museum members please return the form with your check. Remember, all 1998 dues are due by the end of March. The last issue of the newsletter you will receive will be the March issue, unless you have paid your dues. We look forward to having you as a member again in 1998.

We would like to thank all members that have donated thus far this year. Your kindness is appreciated.

Railroads of Indiana

NRHS members received a order form in the recent issue of the National Railway Bulletin for the new book, Railroads of Indiana. Authored by Richard Simons and Francis Parker, published by Indiana University Press, the book covers the history of railroads in the Hoosier state from 1838 to the present.

The book is available to NRHS members at a 20% discount for \$39.95. Published price is \$49.95. Please call your editor if you want to order a book. You may order yourself, however, shipping is \$3.75 for the first book and \$1.00 for each additional book - we will be placing the order after Christmas. We highly recommend ordering one for your library.

