

In January of 1971, only months from Amtrak, a southbound GM&O passenger train (probably the Ann Rutledge) departs Bloomington. Photo by Allen Cooke.



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 \$15.00 for Chapter membership in addition to \$17.00 for NRHS membership. Meetings are held on the third (3rd) Sunday of each month (except June, July, August and December) at the Pizza Inn Restaurant, Gilbert Street (Illinois Route 1) and Williams Street, next to Conrail, in Danville, Il. with lunch beginning at 1:00 PM Central Time followed by meeting and program.

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Coming Events

January 17, 1999

Next monthly meeting at Pizza Inn, Gilbert and Williams Streets, Danville - 1:00 PM.

January 10, 1999

Wheaton, IL Great American Train Show, DuPage County Fairgrounds 10-4 pm, admission \$6.

January 23 & 24, 1999

Peoria, IL - Great American Train Show, Peoria Civic Center, 11 - 5, admission \$6.

March 20 & 21, 1999

Annual Model Train Show and Swap Meet - Urbana Lincoln Square. 10-6 on Saturday and 11 - 5 on Sunday. No admission.

Next Meeting

The next meeting will be Sunday, January 17, 1999, at the Pizza Inn Restaurant, Gilbert Street (Illinois Rt. 1) and Williams Street.

There will be another newsletter for January and more details then on the meeting.

The annual dinner was a great success. We had 22 members and guests at the dinner meeting. New officers for the coming year were introduced. New this year is Dave Sherrill as Secretary. We thank Steve G. for his service during the past

year. The program was presented by Rick Schroeder. Those attending got to take a private car trip to California.

This is a short issue. We wanted to thank all of you for being with us for 1998 and look forward to seeing you again in 1999. We guarantee that when the year 2000 rolls around this newsletter will keep going, "00" or not. We don't believe there are any bugs in our program to stop the presses.

Happy Holidays

We hope that you and your family have a happy holiday season. Maybe Santa will deliver your favorite train, book or video under the tree this year. The officers of the Danville Junction Chapter thank you for your support over the past year and look forward to serving you into the next century.



Wheel Report

Monday's Cardinal (Nov. 9), Amtrak #51, was roughly seven hours late into Lafayette, IN, arriving at about 1:10 pm, and it was a very "odd" train. P051 was led by Norfolk Southern GP38 2846 (!!!) and Genesis 17, and behind the normal consist were St. Louis Car Co. cars Cuivre River, Osage River, Mark Twain River, and Missouri River (I'm unsure of those last two names — my memory's good, it's just short...) with Superliner sleeper Washington bringing up the rear. Such an oddball train running so late must have met with an awful lot of misfortune... That GP38 limited train speed to 70mph, so there was no chance of regaining time (but when it's already that late, I don't think it mattered much).

Via Pete Ruesch, Lafayette, Internet

Springhill Tower - Here's some hot news straight from the RR officials; I just got off the phone with one. Springhill is not scheduled to close until after the first of the year, probably mid-January.

Via Bill Foster.

Depot Rent - no sooner did we say the railroad forgot to bill us for the additional \$300 then the supplemental invoice arrived in the mail. We did have to pay \$800 for rent this year. A recent conversation with the real estate department of the other carrier, one that has a black horse in the logo (won't mention the name), indicated that they would charge only \$125 in a museum case. CSX real estate is apparently on a commission for rent and for that reason wants to raise the rent more than normal. We will still be working on the other side of the railroad to get the rent lowered or look at buying the building. Not for \$90,000 though.

Attica Siding - By the time you read this Norfolk Southern should have cutover the siding at Attica so they now have about 12000 feet of space for trains. The cut-in is to start on the 14th with final swings on the 16th. A good place to visit and watch trains.

1999 Membership Renewal

In the last issue we sent out the dues renewal statement for museum members. This issue includes the dues renewal statement for all NRHS members. Enclosed is a yellow statement listing the amount due along with your name and other information. Also attached is your membership card with a top portion. Please remove the top portion, fill in the amount of payment and return with your check to Treasurer Allen Cooke at the chapter's post office box.

Please return the form and payment as soon as possible. We need the stub to return to the NRHS for the records. We look forward to having you with us for the next year.

Editor and staff

Tongue River Railroad asks for STB Extension

Tongue River Railroad, the on-again, off-again coal hauling railroad proposed for the rugged rangeland along the Montana-Wyoming border, may be coming close to reality. The railroad, first proposed in 1981, as originally conceived would have headed south from Miles City to Ashland, Mont., 89 miles, to serve a single coal mine. In 1990-91 TRR went back to the drawing board and returned with a new proposal: building 134 miles of track from Miles City all the way to the Decker-Spring Creek mine area of Montana, just north of the Wyoming border. The additional track could serve up to four coal mines plus potential coal reserves. It would also serve as a shortcut for Burlington Northern, offering that railroad a shorter route for coal trains heading east. The TRR route would give BN (now BNSF) a straight shot north to Miles City, shaving

130 to 160 miles off shipments to utilities in Minnesota, Wisconsin, and other states. Labor opposes the project out of fear of job losses for BNSF crews at Sheridan and Forsyth, Mont., but in June 1998 BNSF reached agreements with the BLE and UTU for labor pooling agreements. While some crews might have to relocate, there will be no net job loss.

While BNSF isn't investing any money in the project, it is working with Tongue River on final engineering phases of the project, and the two companies are close to securing a business agreement. The most likely scenario will find BNSF securing trackage rights over the line and operating it. Tongue River is the brainchild of Wesco Resources, a natural resources development company based in Billings which specializes in coal, oil, and gas development. A partner in the project is the Pittsburgh & Midway Coal Co., which is a division of energy giant Chevron.

In what could serve as a preview for what Dakota, Minnesota & Eastern may face in its plans to expand into Wyoming's Powder River Basin, Tongue River has gone through an extensive regulatory permitting process; been forced to overcome opposition from a coalition of environmentalists, American Indians, rail labor, and land owners; prepared detailed environmental impact statements; and faced legal challenges all the way to the U.S. Supreme Court. All of this has delayed the project for years.

The company received approval from the STB in 1996 to build its expanded line, including 29 miles along what it terms the "Four Mile Creek" alignment on the southern part of its route. The STB ruling included a stipulation that the railroad be completed within three years, or November 1999. However, Tongue River feels the Four Mile Creek alignment has too many grades and curves, and in April 1998 filed its third STB application, asking for permission to build along what it calls the "western" alignment on the west side of the Tongue River which would be 12 miles shorter and have lesser grades and curves. Since it has not completed financing, land acquisition, or engineering work for the project, this month Tongue River asked the STB for an unspecified amount of time

to complete the project beyond the November 1999 deadline imposed in 1996. This request was opposed by some rail unions, environmentalists, and ranchers in the Northern Plains Resource Council and Native Action, a group that represents American Indians. Those organizations requested and received their own extension until November 23 to respond to the railroad's request.

Assuming the extension is granted and favorable legal and regulatory results, Tongue River hopes to break ground by summer 1999. If all goes as planned, the Tongue River Railroad may finally see its first train by the end of 2001--20 years after the railroad was founded.--Steve Glischinski

TRAINS On-Line - posted 11/18/98

Editor: Our parent company, URS Greiner Woodward Clyde is involved in this project as a design/build project with a major contractor. Survey and geotechnical work started this past summer and they plan to begin design of bridges and some 50 miles of track this winter. Our office may assist in some of the design work, depending on work loads.

On target for a March 1 Conrail "Day One" ?

Norfolk Southern has taken the initial legal steps necessary to establish March 1, 1999, as the Conrail transaction "Closing Date," the date on which NS and CSX each would begin operating a significant portion of the routes and assets of Conrail.

Norfolk Southern's latest 10Q statement, a financial document filed last week with the Securities and Exchange Commission, included the following statement with regard to the Conrail transaction: "NS will begin providing rail freight services on portions of Conrail's route system after the Closing Date. Closing now is expected to occur in the first quarter of 1999. NS personnel are making plans on the basis of a March 1 Closing Date. However, closing

continues to be subject to a number of contingencies, including attainment of necessary labor implementing agreements and a determination that all necessary systems are in place and that implementation can be accomplished safely and with a minimum of service disruptions, any one of which might postpone the Closing Date and the realization of benefits NS expects to derive from the transaction."

David R. Goode, NS chairman, president and chief executive officer, said the date is based on information currently available "and the progress our employees have made to date to assure a safe, successful transition."

"I am especially proud of the teamwork our employees have demonstrated both internally and with their counterparts at Conrail and CSX," Goode added. "Continued teamwork and attention to every detail of the implementation will be necessary to ensure that we deliver to our customers, investors, and communities as well as ourselves the full benefits of the Conrail transaction that we promised--safe and competitive rail service without disruptions.

NS will serve 1946 new stations after it begins operating a portion of the routes and assets of Conrail. A database listing of those stations and the accounting code numbers identifying them for waybill purposes, officially known as an industry reference file, was released to the Association of American Railroads last week.

"Release of the industry reference file is a key step in bringing about smooth implementation of the Conrail transaction," said Sarah Corey, director, Norfolk. "This is important because on Day One, Conrail will no longer show up on new waybills. The industry reference file enables the AAR to notify all carriers about the new NS stations so that accurate waybills can be produced for interline movements to new Northeast points served by NS."

TRAINS On-Line - posted 11/25/98

CSX E units

By Brent Holt

Don't know if this has already been discussed, but the 2 Conrail E units that go to CSX will be the first CR units CSX repaints. Here is the brief story:

Word is out at this time that the two Conrail E8's that CSX receives in the CR split will be repainted within the next few weeks. Former CR #4021 and 4022 will become CSX #9998 and 9999. These will be the first of the former Conrail units to be repainted

I think that's good news. The Es will look great in CSX paint. The somber black-green, or whatever it was, that CR had them painted was a disappointment. And what's better, is that there is a good chance that the Es will be in the Louisville area sometime soon. Either on Derby day or before that.

Norfolk Southern takes over UP Illinois line

Norfolk Southern is taking over 15 miles of a former Union Pacific line north of St. Louis to facilitate the movement of coal to a power plant. The line between Monterey Junction and DeCamp, Ill., is the south end of the former Chicago & North Western's route to St. Louis; a portion used to be the Litchfield & Madison.

UP is abandoning much of the south end of the route, in favor of using the parallel former Southern Pacific main line south of Springfield (this line's heritage includes GM&O, ICG, and CM&W, and is also the Amtrak route). UP will access that via trackage rights on the Illinois & Midland (former C&IM), a Genesee & Wyoming-owned short line. Also included in the UP-to-NS deal are three local tracks: the Wiggins track, the New Pass track, and the A&E Main Track at Madison, site of the former C&NW St. Louis-area yard.

NS, and predecessor N&W, have been operating over the UP line by trackage rights to permit the movement of coal

directly from Monterey Mine No. 1 and Madison, then on to a power plant at Coffeen, Ill., on a remnant of the old Nickel Plate line to St. Louis. Formerly, the coal was interchanged between UP and N&W at Edwardsville, Ill.

With the NS purchase, UP bows out of the picture and the coal becomes a single-line haul.

TRAINS On-Line - posted 11/4/98

Construction projects...

This fall has been very busy for our company and especially myself. Work usually slacks off at the beginning of winter but this year is an exception.

Norfolk Southern

This winter we will kept busy in Toledo and Cleveland along with some smaller projects. In Toledo the contractor is constructing the abutments for the new overpass over Interstate 80. They plan to set the steel in late January. Pile driving is in progress at this time.

In Cleveland Interstate 77 is being reconstructed over NS, Conrail and the GCRTA. Deck is being removed now and they plan to remove the girders on the 200 foot span bridge over New Years. The bridge is about 60 feet above NS and it will require 3 cranes to remove the bridge with at least 16 hours of track outage. On the west side Detroit Avenue has been closed and by the middle of January they will begin demolition of the deck (about ready to fall down) along with the abutment and pier only 8 feet from NS.

Other projects include Yuton, Belleville & E. St. Louis, Ill and a new one in Richmond, Indiana. Lafayette is finished for the winter. Next year will see bridge painting on Route 25 and grading on the Route 52 project. Plans for the final segment are complete and in to the state for review. A letting is scheduled for January with contractors starting in March or April. Trackwork should be finished by the fall of 2000.

Conrail

Projects are on-going in Columbus, Findlay, Cleveland, Ravenna, Youngstown, Brookpark, Rush Run, Ohio plus one in PA and one in West Virginia. We will be involved in the new building in Effingham once the agreement is signed between the city and the railroad. Another project will be in Streator for movement of the office building prior to track relocation and the new overpass.

The new major project is at West Carrollton, Ohio where the Corps of Engineers will replace a 4-span double track concrete bridge with a 75-foot double track through girder bridge. The project is just starting and will see roll-in on Labor Day after dynamiting the old structure. Only 24 hours are allowed for an outage. This project is our second "Partnering Project" I am involved in.

CSX

We have completed design on the two bridges in Bellevue, Ky. and they will be constructed by the railroad in January. Plans are nearly complete on the 1200 foot long trestle in Osgood, Indiana. This bridge will be rehabbed next summer.

Garrett, Indiana is another major project for WVP as well as our first "Partnering Project". The project involves constructing a new 4 track 3-span underpass bridge under traffic. Four temporary bridges will be constructed on the 3 main tracks and one yard lead. The new bridge substructure will be constructed under the temporary structures, then the structures removed and the new ones set in place. CSX will take some of the track out of service for a week to allow the contractor to work 16 hours days 7-days a week. Completion is due by the end of July.

Lafayette will get started this summer in the interchange yard portion of the relocation project. We will handle the project at the same time along with NS. The yard and connections to the main will be built first to give the contractor access to the rest of the track corridor.

Last, we have submitted on a major project with the Illinois Commerce Commission. Our proposal is a joint venture with an-

other Illinois firm and if we get the project we will have to add 10 to the staff for 1 year. I will be the PM so will have to give up many of the projects I handle now.

Well, winter will be here and once again we will be traveling in the snow to "watch trains".

Rick

CN-IC merger faces some opposition

Canadian National and Illinois Central, faced with opposition to their planned merger, have come to agreements with two of the four major U.S. rail systems. In these pacts, the signees, in exchange for service and route concessions, will not oppose the merger plan under consideration by the Surface Transportation Board. If approved next May, the \$2.4 billion merger, and an associated CN-IC marketing agreement with Kansas City Southern and its Mexican connections, would create a North American rail service network stretching between central Mexico and both Canadian coasts.

The BNSF deal announced October 30 came a few days after CN signed a similar settlement with CSX that gave CSX service guarantees and access to new customers, according to the Journal of Commerce. The BNSF pact follows the path taken by the big Western carrier in the 1996 Union Pacific-SP merger. CN-IC still faces opposition from UP and Canadian Pacific.

In the BNSF agreement, CN agreed to carry traffic for BNSF in a haulage agreement between British Columbia Railway at North Vancouver, B.C., and BNSF's yard in Surrey, just south of Vancouver. BNSF and CN-IC also agreed to a plan that could resolve a bottleneck at the Ash Street crossing in Chicago, southwest of the Loop. CN-IC granted BNSF permission to build a new crossing there, while BNSF agreed to allow IC to construct a connection in the area. A third point was modification of a voluntary BNSF-IC marketing deal made last year that allows BNSF to use IC between Memphis, Tenn., and Effingham, Ill. IC said the agreement was altered to emphasize more efficient routes

in light of pending changes to Midwest routes from the Norfolk Southern-CSX division of Conrail.

Canadian Pacific insists that CN should be required to sell its half-interest in the Detroit River Tunnel and adjacent tracks, which it says serve as an effective block to competition for automotive and intermodal traffic that requires higher clearances that CN built into its own tunnel linking Sarnia and Port Huron, Mich.

Union Pacific concentrated its criticism of CN-IC on the 15-year marketing alliance that CN and IC signed with KCS eight months ago. Canadian Pacific, CN's rival on trans-Canada routes, was also critical of the merger, but Norfolk Southern said it would not oppose the CN-IC merger if it received a package of route and service concessions, although they have not yet signed an agreement. The conditions included service in three Illinois locations, a cluster of chemical plants in Louisiana, and assurances of adequate service and capacity on the KCS-NC "transcontinental" routing through Meridian, Miss.

"Our preference is to reach settlements with all parties," said CN's Mark Hallman.

A key factor present in the recent UP-SP case but missing from comments on the CN-IC plan was the shifts in business volume that the merger would cause. According to the application filed four months ago, the CN-IC-KCS marketing alliance would gain an estimated \$300 million in annual new business, while the four largest U.S. railroads and Canadian Pacific would lose a similar amount of revenue. The application put UP as the largest potential loser, at \$165 million a year.

UP says the merger application was misleading and should be dismissed because the application was filed by CN and IC, but the identified benefits flow to the merger partners as well as KCS. The application envisions a 6-percent boost in traffic for CN and IC and a 13-percent jump in volume for KCS. Kansas City Southern has been a thorn in UP's side since the SP merger, and won the only major concession from the STB in the merger decision, wherein KCS's ally Texas Mexican--which connects to the newly privatized eastern

Mexican system TFM, in which KCS has a stake--gained direct access to KCS in eastern Texas, via UP trackage rights.

If the CN-IC application isn't dismissed, UP wants permission to serve chemical plants in Louisiana that are located on IC or KCS, since those companies under their marketing pact would no longer be competitors. "Never before has a three-way alignment been disguised as a two-way transaction in a fashion aimed at evading all public scrutiny," UP scoffed.

CN said in a statement that its agreement with CSX included a formal commitment "to provide quality service" at three locations where the merger proponents provide switching services for CSX: Memphis, Tenn., and Decatur, Ill., on IC, and Sarnia, Ontario, on CN. The deal also gives CSX operating rights on some Michigan-Ontario routes--apparently CN's main line east of Sarnia, the base of CSX's sole remaining Canadian operations--that will give the U.S. carrier direct access to Canadian customers whose traffic moves to and from points on CSX in the U.S.

The settlement agreement mirrors the commercial policy followed when CN was an interested party in the acquisition of Conrail by CSX and Norfolk Southern last year. UP and BNSF stayed out of the Conrail case, while CN and CP signed settlement agreements to address most major issues. CP and CSX are still negotiating some merger-related issues in the Conrail case.

In addition to concern about the KCS Meridian route, NS asked the STB to create a formal process to assure capacity improvements on a jointly owned NS-IC route between Chicago and Gibson City, Ill., 100 miles south, as well as between Tolono and Springfield across central Illinois.

CN and IC are also seeking new operating rights in Springfield, Ill., that trouble NS and UP. "Unless conditions are imposed to address capacity issues, the additional traffic the combined CN-IC and KCS will gain will impair NS's ability to compete for alliance traffic and traffic unrelated to the alliance," the NS filing said. NS said its comments were designed to facilitate a privately negotiated settlement before the

merger takes place and shippers are affected by capacity-related service problems.

Trains On-Line - posted 11/4/98

Amtrak's record revenue breaks the \$1 billion barrier

Powered by the biggest ridership increase since 1988--4.5 percent--Amtrak's passenger revenue topped the \$1 billion level for the first time in the passenger railroad's 27-year history for Fiscal Year 1998 (October 1-September 30). The ridership gain is nearly double last year's mark.

After Amtrak's Board of Directors reviewed the year-end performance results, Wisconsin Gov. Tommy Thompson, Amtrak Board Chairman, said, "Amtrak's record-breaking achievements are further proof that Amtrak has turned the corner to become a more commercially oriented, customer-focused corporation."

Among some other highlights were a 4 percent increase in on-time performance, to 78 percent nationwide, and a reduction in employee injuries by 14 percent. Amtrak's systemwide ridership rose 4.5 percent to 21,094,165 in FY98, versus 20,190,450 riders in 1997. In the last two fiscal years, ridership is up 7 percent overall.

In addition to record-setting passenger revenue, Amtrak derives additional revenue from other sources, including contract commuter rail operations. Amtrak is now the nation's single-largest provider of contract commuter rail services for state and regional authorities. Operating seven services in six states with more than 54 million customer trips, these commuter services scored an impressive on-time performance of more than 97 percent.

Amtrak is aggressively pursuing other commercial ventures such as mail and express and insourcing to produce additional income for the corporation. Amtrak's burgeoning mail and express shipment business set a record with \$83 million in revenue, a 19 percent increase. *TRAINS On-Line 11/18/98*