

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

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HISTORIAN: Jesse Bennett

PUBLISHER: Allen Cooke & Doug Nipper

Cooke Business Products, Inc.

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Coming Events

January 16, 2000

Danville, IL — Monthly chapter meeting at Pizza Inn, Gilbert and Williams Street next to CSX. Lunch at 1:00 PM and meeting after lunch.

January 9, 2000

Wheaton, IL - Great Midwest Train Show, DuPage County Fairground, 10-4, \$6.

January 8 & 9, 2000

St. Louis, MO. Great American Train Show, Washington and 8th St., 11-5, \$6

February 19-20, 2000

Mattoon, IL - Annual Cross Country Model Railroad Days, Cross Country Mall, 10-9 and 11-3, free

Next Meeting

The next chapter meeting will be in January, at the Pizza Inn on the corner of Williams and Gilbert Street. This is the first meeting of the year 2000. I have had trouble writing the new date and assume you have had the same problems.

The annual dinner meeting saw 15 members in attendance. Several, including your editor, were unable to make it this year due to other commitments.

The election of officers was held at this meeting instead of the normal November

meeting. New officers for 2000 are President, Mark Zeibart; Vice President, Danny Honn; Secretary, Dave Sherrill; Treasurer, Allen Cooke and National Director, Rick Schroeder.

We have a new member that joined last month. **Bill Sandusky** lives in Rossville at 309 Dale. Bill has moved to Rossville from the Chicago area and we look forward to seeing him at the depot. He is interested in helping on the model railroad.

We recently lost another former member of the Chapter. Asa Edwards passed away a few weeks ago in Missouri where he had retired. Asa was one of our original members and was the first editor of the *Danville Flyer*. The first few issues were single page newsletters using the memographic method. Asa was in the signal department of the C&EI and gave me my first sounder, marked for the Danville and Western. He and Bob Block had been



friends for years and joined our group shortly after we formed the chapter. Asa visited the depot about 3 years ago, his first visit back to Illinois in many years.

As we start the new year we look forward to work on the depot once spring arrives. In addition, we will be setting up at the Urbana Show this spring and one of our first events. The January program will be by member Doug Butzow with a special slide presentation. In February member Danny Hohn is planning a traction program.

Illinois RailNet Operations

The Ottawa line is being run with the switch job #19 going on duty at Ottawa at 0630 on Monday through Saturday. They make up the turn to Montgomery and do the switching in town. They also go across the Illinois River Bridge toward Streator on Monday and Thursday. They can go to Streator on additional days if needed. The Montgomery Turn goes on duty at 1600 at Ottawa on Sunday through Friday and does the interchange work with CSX in Ottawa and the BNSF at Montgomery. They also work the same plant at Wedron. The train usually arrives back in Ottawa around midnight.

The Rockford branch is still operating on Monday to Friday evenings. The crew goes on duty at Ottawa around 1700 and drives to Flagg Center, taking the train up north toward Rockford. They usually arrive in Rockford around 2000 and do their work at MFG Wire and Joe Behr's scrap yard spend a couple of hours in Rockford. They run back down to Flagg Center tying up around 0300. Occasionally they work during daylight hours and they have been seen up in Rockford on weekends. Illinois RailNet uses 161.055 and 161.355 for operations on both lines.

Illinois RailNet has hired Volkman Railroad Builders out of Milwaukee to install some new ties and do surfacing this fall. The railroad has replaced the semaphore signal that stood just south of 18th Street in Rockford near Camcar on their

Year 2000 Dues

The new year is upon us and in November we sent you the renewal notice for this years dues. Please send your check to treasurer Allen Cooke at the PO Box listed on the notice. We will process your check and keep you on the mailing list of the chapter and the national.

For many of us "old timers" it is hard to believe we have reached this magic year. Back when we formed the chapter, some 32 years ago, we never thought we would see the day. We have lost many good members through the years but have added all of you good members to the rolls of the Danville Junction Chapter.

For those of you that have renewed already we say thanks. And we say a special thanks to those that have donated additional money to the chapter to keep us going through the next 1000 years.

line. The signal was a "fixed approach" but now there is a single aspect searchlight signal that serves as the northbound approach for the CN/IC diamonds.

Via North Western Illinois Chapter.

Canadian Pacific eyes Rockies tourist market

In a bid to capture a portion of the tourist trade in western Canada, Canadian Pacific will inaugurate three-day tours of the Rockies from Calgary, Alberta, later in 2000, according to informed sources. The service will make use of CP's otherwise mostly dormant fleet of 11 corporate business cars and executive F-unit diesels. Like the privately run *Rocky Mountaineer* train, which offers tours between Vancouver, British Columbia, and the Rocky Mountain destinations of Banff, Alberta, and Jasper, B.C., CP's train also would move only during daylight hours.

The proposed route would be a circle, going west from Calgary to Golden, B.C., thence south to Cranbrook, and back to the Stampede City via Lethbridge, Alberta. Pricing and logistics have yet to be established, being part of a passenger policy currently being developed by the railway.

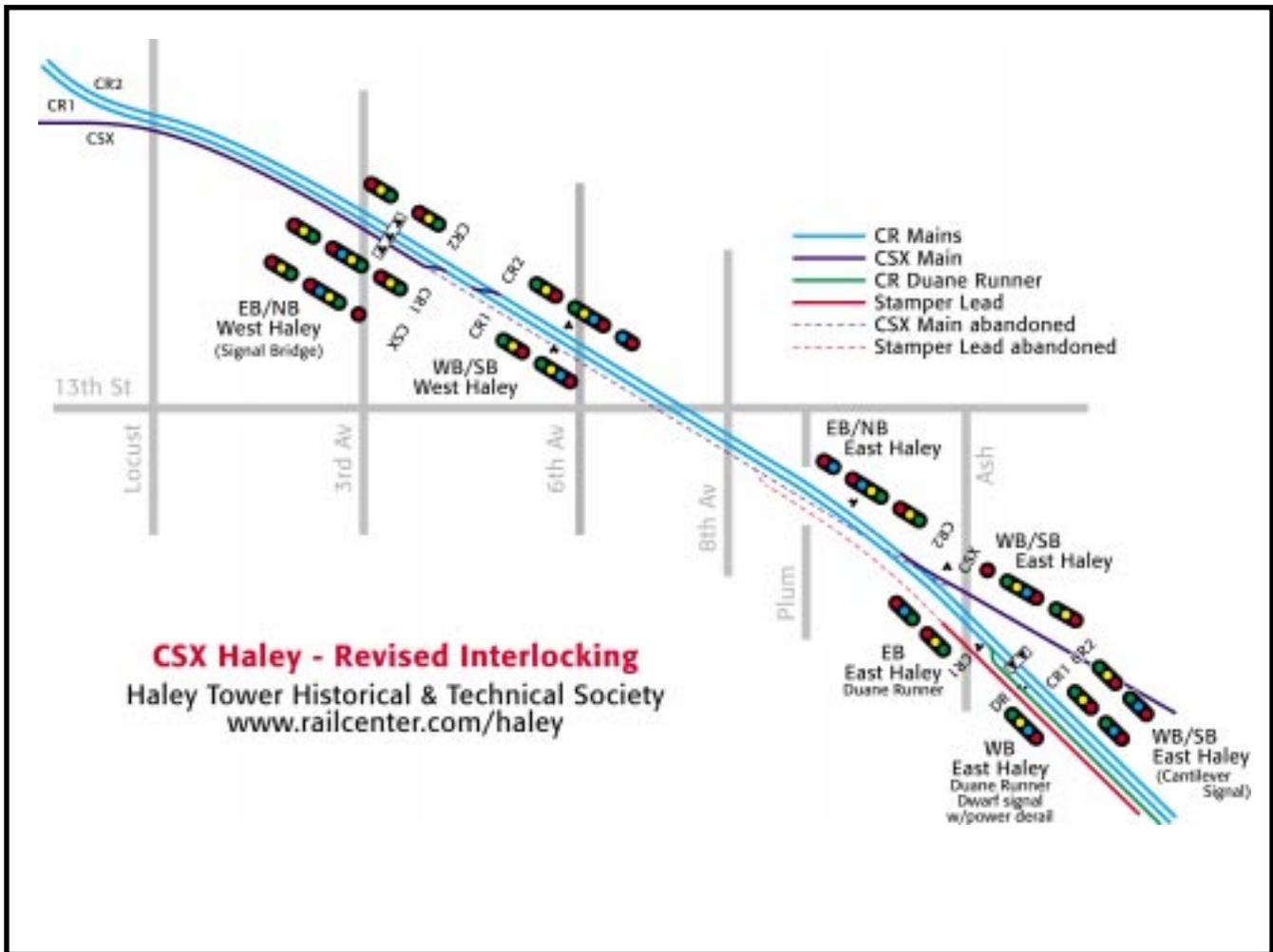
To date, CP has made its business cars available for non-corporate functions on numerous occasions. Recent customers include Bill Gates, founder of Microsoft, and Jack Welch, chairman of General Electric Corp.

TRAINS On-Line, John Godfrey 12/08/99)

Norfolk Southern officially reopens Bison Yard

Norfolk Southern gained significant yard capacity in Buffalo, N.Y., on December 1 with the re-opening of Bison Yard, a flat-switching facility built on the site of the former joint N&W-Erie Lackawanna hump yard. The \$12 million project, completed in about 90 days, involved installation of a 10-track yard adjacent to NS's automotive, intermodal, and bulk distribution facilities, which were built on the site in 1992. Bison had been all but ripped up in the mid-1980's as NS retreated to its small Buffalo Junction and Tiff East Yards on the old Nickel Plate Road, and Conrail favored the ex-Penn Central/New York Central Frontier Yard as its major Buffalo facility.

Because of the need to improve rail ser-



Above is the new track arrangement for the former Haley Tower area in Terre Huate, IN. Thanks to the Haley Tower Historical Society and their web page for the map. As you will note, CSX enters the former Conrail lines west of the former tower location, crosses over to the north track and then enters the CSX line just east of where the tower stood. As noted in the past issue, the tower has been saved and moved just north of the former location.

vice in western New York and address concerns raised by the Surface Transportation Board, Norfolk Southern expedited construction.

“The new Bison Yard enables Norfolk Southern to operate more efficiently within the Buffalo terminal by shifting some traffic away from our Buffalo Junction Yard, which had exceeded its functional capacity, leading to service problems for our customers,” said Jon L. Manetta, Norfolk Southern senior vice president operations. “However, there are still infrastructure improvements we need to make in Buffalo—particularly the drawbridge (CP Draw) over the Buffalo River—to meet our

goal of delivering rail service in western New York.”

NS traffic through Buffalo doubled with the June 1 breakup of Conrail. But the only NS capacity improvement made prior to June 1 had been a siding added to the Nickel Plate route west of Buffalo. The result early on was near gridlock for NS in Buffalo.

Since then, NS subleased and expanded the Buffalo & Pittsburgh’s Buffalo Creek yard. This \$3 million project involved upgrading more than 10 miles of tracks within the yard, installing 3.5 miles of new rail and replacing almost 13,500 rail ties.

*TRAINS On-Line, 12/08/99
 Editor: On December 1, the date that Mr. Goode had stated trains would begin using the new yard, the first NS train rolled into Bison Yard. Our firm completed design and field staking of the project just weeks before that date. Still to be completed is the new three-story yard office. The brick and steel building is being designed by NS and our Buffalo office will oversee construction in the spring. A temporary yard office has been setup for crews and clerks. We went from survey to design and construction between September 8 and December 1, a very short time for a build/design project.*

Holes Creek (West Carrollton, OH) bridge replacement

The contractor is nearing completion of the new double track structure that will be rolled in place on December 30. The bridge is built on temporary supports in the waterway west of the existing 4-span concrete bridge. At midnight on the 29th, or shortly before, NS will operate the last train on the former Conrail Cincinnati Line. As soon as the railroad foreman has the track the contractor will begin assisting the railroad in removing 250 feet of track on the bridge and approaches. In addition the contractor will start cutting the abutments and excavating behind the old abutments.

If all goes according to schedule the existing bridge will be dynamited around 6:00 AM. As soon as the dust clears the contractor will begin removing rubble from the creek and installing the rest of the roll in system. The bridge is scheduled to be rolled in around 7 PM with NS installing track beginning around 10:00 PM. Schedule train service will start around midnight. Our firm will have one individual assisting the railroad bridge engineers during the 24 hour outage.

Rick Schroeder

CSX, NS service problems continue in former Conrail territory

In November, height of the traditional fall freight peak, shippers were becoming increasingly frustrated with unpredictable service from CSX and Norfolk Southern in former Conrail territory.

“My rail committee basically resembled a lynch mob,” Ed Emmett, head of the National Industrial Transportation League, said just before Thanksgiving. Members of the NIT League, the largest shipper group, were demanding that the organization take a more activist and public ap-

proach to dealing with the railroads. As a result, the Conrail Transaction Council was scheduled to hold a public forum January 11 on the Eastern rail service problems.

Ironically, Norfolk Southern’s performance measures—including average train speed, dwell time, and total cars online—improved significantly during November. CSX’s, however, largely went in the other direction as it tried to handle a record number of cars. Its performance measures recovered slightly by the end of November.

But service improvements didn’t necessarily follow the improved performance measures. “We’re still at the point where only the numbers seem to be getting better,” Ed Rastetter, director of policy for the NITL, said in early December. The shipper complaints are still coming, he says, along with reports of plant shutdowns and production disruptions blamed on poor rail service. And both CSX and NS, he says, are providing equally unpredictable service.



As NS began putting its house in order after five months of service problems, CSX began bursting at the seams and diverted traffic to NS and regional carriers like the Wheeling & Lake Erie and Ann Arbor. CSX officials blamed the congestion on the lingering impact of Hurricane Floyd, the onset of the fall traffic peak, and an especially heavy grain harvest



CSX became particularly sluggish between Cleveland and Chicago, as well as around Toledo and Indianapolis. NS yards at Allentown and Conway, Pa., Buckeye (Columbus), Ohio, and Elkhart, Ind., took CSX trains and classified them. To ease congestion in Chicago, CSX forwarded NS trains at Cleveland, Toledo, and Fort Wayne. NS would haul the traffic to Elkhart,

where it would be classified and sent to Western carriers in NS trains. CSX also relied the W&LE for switching to ease the burden at Willard (Ohio) Yard.

Willard, on the newly double-tracked former B&O, became a roadblock for trains in early November. It wasn’t unusual for several trains to be parked out on the mainline without crews. One train blocked a crossing at New London, Ohio, for 18 hours on November 21, angering local officials (see Ohio governor’s tour story, below).

CSX expects to return to pre-Floyd service levels during December, while NS expected to greatly improve its service in January as projects like its new Bison Yard in Buffalo, which opened this week, come on-line. Some railroad observers weren’t so sure.

James M. Brunkenhoefer, national legislative director of the United Transportation Union, says that although the Union Pacific meltdown around Houston was far worse than the Eastern situation, he could see that UP would pull its act together once it was able to begin implementing key operation plan elements, such as directional running on some main lines. He likened it to watching a football game where you can see blocks being made downfield to open holes for the running back. In the East, he doesn’t see any blocks being made downfield, and the running back keeps getting dropped for a loss. Why? Not enough capacity, Brunkenhoefer claims, particularly in the North Jersey Shared Assets Area and on CSX’s commuter-choked lines in the Baltimore and Washington areas.

Spokespeople for NS, CSX, and Conrail all said their railroads have adequate capacity, though CSX said it was considering capacity improvements in some commuter lanes and on the River Line between along the Hudson between Selkirk Yard near Albany, N. Y., and Northern New Jersey.

“I don’t know that it’s all capacity,” Emmett says of the problems. “Let’s face it. It’s the same capacity Conrail had, and it ran all right then.” Conrail was able to run a scheduled railroad, though, which made the most of what it had. “The problem shippers are having now is that you never know where the congestion will be. It’s really like a

cancer," Emmett says. UP had a tumor in Houston that was easily identified as the cause of the railroad's ailments, Emmett says. In the East, it's a different story. "This one has metastasized throughout the system," he says. "Once you do that, you have a hard time treating it."

TRAINS On-Line, Bill Stephens ,posted 12/08/99

Wheel Report

WABASH-IN CHANGES - Jim Sinclair

Effective 12:01 AM (CST) December 5, 1999, Timetable Number 4 is in effect for Norfolk Southern's Illinois Division. The new timetable supersedes Timetable Number 3, which had been in effect since July 30, 1995. The new timetable is indeed a big one at 180 pages (vs. 108 pages for #3) and contains some very significant changes. Probably the most noteworthy is the renaming of control points (or ends of sidings) on many of the Districts.

The intent was to eliminate those control points where the reference to the "west end of" and the "east end of" always posed the potential for misunderstanding or confusion. Case in point: try your hand at writing a track time form 23A from the West end of West Point to the East end of West Point and repeat it back to the dispatcher without getting your tongue twisted. It could, and was done for many years, however, "Flint" and "West Point," respectively, is going to be much clearer with far less potential for misunderstanding and generally a whole lot easier. Because of these changes, signs have been placed at those places where the names have changed. Also, in many instances, the new names honor both living and deceased employees/officers of the Illinois Division (or predecessor "Decatur Division" or the Wabash), while others represent nearby communities or geographical landmarks. Example: the former North End of Osman on the Bloomington District is now called "Goembel" (pronounced GIM-bull) in memory of former Bloomington District Track Supervisor Phillip Goembel who died suddenly this past summer of a heart attack. While I know many, there are some I don't know. I will attempt to com-

pile a list of who these people are/were (many are retired and very much alive).

Those names in parenthesis (e.g., East Danes) denote the FORMER name. Characters in brackets, e.g., [SC, YL, R] are special references listed in the timetable with an explanation of such characters below. Any comments within brackets utilizing asterisks, e.g., [SC, YL, R, *crew change point*] are personal comments that I have added as additional information and/or for clarity and are not actually contained on the "Stations" page of the timetable.

EXPLANATION OF CHARACTERS:

C = Controlled Interlocking
CS = Controlled Siding
J = Junction (interlocked)
j = Junction (non-interlocked)
r = Radio base station, wayside
R = Radio base station, monitored continuously
SC = Standard Clock
SS = Signaled Siding
X = Railroad crossing at grade
YL = Yard Limit
Y = Wye

NORFOLK SOUTHERN

ILLINOIS DIVISION, Western Region

Timetable Number 4

In Effect At 12:01 AM, Sunday, December 5, 1999 Central Standard Time

D204.5 West Peru [YL, *end double track from Peru and east*]

D212.6 Sycamore (East Danes) [SS, *12,800' siding to "Danes"*]

D215.1 Danes (West Danes) [SS]

D217.6 18th Street [*new name -- no explanation of purpose*]

D218.5 Logansport [C, j, X (WSRY)]

D221.9 Penn (East Clymers) [SS, *12,400' siding to "Clymers"*]

D224.3 Clymers (West Clymers) [R, SS, X (WSRY)]

D232.2 Rockfield (East Rockfield) [SS, *8,375" siding to "Yuill"*]

D233.9 Yuill (West Rockfield) [SS, *pronounced "Yule"*]

D241.4 Delphi (East Colburn) [SS -- 12,700' siding to "Colburn"]

D244.0 Colburn (West Colburn) [SS]

D250.0 Buck Creek [*controlled signals

east and westbound -- no siding*]

D253.1 East Yard [SC, YL, R, r, Y, *begin double track to Lafayette Jct.*]

D257.2 Lafayette Jct. [C, YL, X (NS), *end double track*]

D257.7 Demun (West Demun) [J, *connection to Frankfort Br.*]

D263.8 West Point (East West Point) [SS -- 12,575' siding to "Flint"]

D266.4 Flint (West West Point) [SS]

D274.2 Riverside (East Attica) [SS, *11,707' siding to "Attica"*]

D276.6 Attica (West Attica) [SS]

D280.5 Williamsport [R]

D288.2 Marshfield [SS, *14,890' siding to "Johnsonville"*]

D291.2 Johnsonville [SS]

D296.2 Eldan [YL, *begin double track to "Ryan"*]

D300.4 Danville Jct. [C, YL, *CSXT (former C&EI) crossing*]

D300.8 CSXT Crossing (CR Crossing) [YL]

D303.8 Tilton [SC, R, r, Y]

D305.7 Ross Lane [YL, *controlled double x-overs*]

D313.3 Ryan (West Ryan) [*end double track*]

D319.7 Vance (East Homer) [CS -- *6,375' siding to "Homer"*]

D321.1 Homer (West Homer) [CS]

D326.7 UP Connection [J, *new connection to UP*]

D328.8 Sidney

D332.2 Philo [R]

D336.4 Martin (East Tolono) [CS, *16,100' siding to "Dawn"*]

D338.0 Tolono [CS, SS, X, J, (IC), *controlled by IC Dispatcher in Chicago*]

D339.7 Dawn (West Tolono) [SS]

D344.1 Rumble (East Sloan) [SS, *12,500' siding to "Sloan"*]

D346.7 Sloan (West Sloan) [SS]

D353.3 Wiggins (East Bement) [*begin double track to "Brush"*]

D355.4 Bement [J, R, *Jct. with Bloomington Dist.*]

D357.5 Veech [*controlled double x-overs*]

D370.6 Sangamon [YL, *controlled signals -- no siding*]

D372.9 Brush [SC, J, *end double track

and east throat to Decatur yard*]
D373.2 Lukey [*new name -- no explanation of purpose*]

D374.0 Burwell [*new name -- no explanation of purpose*]

D375.6 Decatur [Wabic -- C, YL, R, r, X, (IC), *controlled by NS dispatcher*]

NEWS TIMETABLE - FRANKFORT DISTRICT

also by Jim Sinclair

Well, I finally got around to doing the Frankfort Branch. Please read all the "fine print" below, which hopefully, will help the reader understand what all the symbols, brackets, asterisks, etc., mean. Those names in parenthesis (e.g., East Demun) denote the FORMER name. Characters in brackets, e.g., [A, j, X (CR)] are special references listed in the timetable with an explanation of such characters below. Any comments within brackets utilizing asterisks, e.g., [C, J, *connection to "Demun" on Lafayette Dist.*] are personal comments that I have added as additional information and/or for clarity and are not actually contained on the "Stations" page of the timetable.

EXPLANATION OF CHARACTERS:

- A = Automatic Interlocking
- C = Controlled Interlocking
- J = Junction (interlocked)
- j = Junction (non-interlocked)
- r = Radio base station, wayside
- R = Radio base station, monitored continuously
- SC = Standard Clock
- SS = Signaled Siding
- X = Railroad crossing at grade

SP = Sandusky, OH -- Peoria, IL (this applies only to milepost locations and is a throwback to the Lake Erie & Western era)

So, without further ado, here's how the Frankfort Branch page now looks:

NORFOLK SOUTHERN
ILLINOIS DIVISION
Western Region
Timetable Number 4
In Effect At 12:01 AM
Sunday, December 5, 1999
Central Standard Time

FRANKFORT BRANCH

[CSXT Crossing to Wabash River Bridge is Westward]

SP234.8 CSXT Crossing (CR Crossing)... [A, j, X (CR) *See note below*]

SP235.5 Frankfort Yard... [SC, R, r]

SP243.6 (Mulberry) [*Mulberry no longer appears in the new timetable*]

SP250.9 Dayton (East End of "B" Yard)... [SS *Begin 9200' siding to South Yard*]

SP252.9 South Yard (West End of "B" Yard)... [SS, SC, r]

SP254.8 Altamont... [*Controlled signals EB & WB by Decatur Disp.*]

SP257.2 Elston (East Demun)... [C, J, *Connection to "Demun" on Lafayette Dist.*]

SP257.7 Lafayette Jct... [C, X (NS)]

SP258.5 CSXT Jct... [C, J, X, (CSXT) *Controlled by NS Decatur Disp.*]

SP259.1 Wabash River Br. [*Connection with KBSR on west side of bridge*]

METHOD OF OPERATION

From Frankfort to Dayton: Single track, No signals, Track Warrant Control

(TWC)

From Dayton to CSXT Jct.: Single track,

Automatic Block System (ABS), Traffic Control (TC)

NOTE SP234.8 CSXT Crossing (CR Crossing)... [A, j, X (CR)] has two obvious "typos." First, it shows a crossing [X] with Conrail (CR). This obviously should be (CSXT) since the name was actually changed to "CSXT Crossing" to accurately reflect the change in ownership (this was Conrail's "I&F Secondary"). Second, this same crossing with the CSXT is NOT interlocked and therefore the designation [A] denoting an Automatic Interlocking is not correct and should be disregarded.



Publisher's Note: We ran out of material this month since Rick has been so busy with work. Hence, the last page of this issue is blank... However, we hope that you enjoyed the color on the Haley map!

Doug and Allen