

FIRST CLASS MAIL

"THE DANVILLE FLYER"

DANVILLE IL 61834-1013

P.O. BOX 1013

NATIONAL RAILWAY HISTORICAL SOCIETY

## DANVILLE JUNCTION CHAPTER



Watseska Farmers Grain Co. has purchased two former Erie Mining RS-11s for use at their Pittwood, IL (on former C&EI) and Darrow, IL facilities (on KB&S) from LTV. These units retain their Erie Mining colors except for the small WFG stenciled under the cab window. The 7210 is shown above. See Page 5 for notes by Doug Butzow (photo by Doug)

# DANVILLE FLYER

*A PUBLICATION OF THE DANVILLE JUNCTION CHAPTER, INC. NRHS*

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

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

Membership in the Chapter is open to anyone having an interest in any aspect of railroading. Dues per year are \$17.00 for Chapter membership in addition to \$20.00 for NRHS membership. Meetings are held on the third (3rd) Sunday of each month (except June, July, August and December) at the Pizza Inn Restaurant, Gilbert Street (Illinois Route 1) and Williams Street, next to CSX, in Danville, IL, with lunch beginning at 1:00 PM Central Time followed by meeting and program.

## OFFICERS FOR 2003 - Our 35th Year

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

Volume 35

February 2003

Number 2

### *February 16, 2003*

**Danville, IL - Regular monthly meeting beginning at 1:00 PM at the Pizza Inn, Williams Street and Gilbert Street (Route 1), next to the CSX mainline to Hillary.**

### *April 5 & 6, 2003*

Urbana, IL - Annual Train Show and Swap Session, Lincoln Square Mall, 10 AM to 6 PM on Saturday; 11 AM to 5 PM on Sunday. Admission Free. **(Please change your calendar - the date noted last month was wrong)**

### *Operating Sessions*

Note changes in some dates for the sessions.

*Grafton, Davis and Mt. Storm*

*309 E. Dale St. Rossville*

Operates from 12:30 to 4 PM,

Saturday, February 22, 2003

Saturday, March 29, 2003

### *Chicago, Illinois and Eastern - Rossville Museum*

Operates Saturdays from 1:00 to 4 PM

Saturday, March 1, 2003

Saturday April 12, 2002

### Next Meeting

The next meeting will be February 16, 2003. Last month we noted the fact that the chapter will be 35 years old this year. Doug Nipper, a 25-year member, brings back memories of his association with the chapter and how he became interested in trains and signals. Be sure to read his story. Your editor would appreciate stories by some of our "older" members and their memories of the chapter.

Your Editor has missed again. Last month we reported that the Urbana Train Show would be the last weekend in March, however, it is the first weekend in April. Please note the change on your calendar. Also note the operating session for April 5 has been moved to Saturday April 12. Depending on work to be done on the museum this may be the last session of the spring.



With spring arriving (we hope) we will start making plans for spring work around the building. President Dave Sherrill will be out of town for this meeting (trying to warm up in Florida). Discussion will be about the April show and work planned for the museum.

The program this month will be announced at the meeting.

## **IHB signs Locomotive Fleet Replacement contract**

Indiana Harbor Belt Railroad Company (IHB) has signed a multi-year \$18 million agreement with GE Transportation Systems to replace and upgrade their current fleet of locomotives producing substantial savings in operational expenses and greater allowance for future growth. The deal is structured in three phases to minimize the impact on day-to-day operations while upgrading to 2003 technology and remanufacturing their fleet in a timely manner. When the delivery is completed, IHB's replacement fleet will be reduced from 57 units to 38 while performing the same amount of work more efficiently.

Phase 1 will include a 2 for 1 unit replacement plan with a remanufactured and upgraded EMD model GP40-2 locomotive. IHB will eliminate the majority of their older under-utilized fleet in favor of more productive road power locomotives in the 3000 horsepower range for 2003.

Phase 2 calls for the remanufacture and technical upgrade of IHB's current fleet of EMD SW1500 locomotives in 2004 to be utilized in switching service assignments.

Phase 3 will finalize IHB's strategy to replace all remaining locomotives with a remanufactured and overhauled EMD type GP38-2 locomotive primarily suited for local runs. This 2000 horsepower locomotive will feature upgraded systems with the latest technology to complete IHB's Fleet Replacement Strategy.

**2003 Dues are due now**

*In December you should have received your renewal notice for 2003 Chapter and National dues. The annual membership renewal is due by the end of March. For those that have not renewed as of this time there is a reminder notice in this issue.*

*Our treasurer Allen Cooke needs to have all national dues in by the end of March and in order to keep your membership current it must be in by that date. We look forward to having you on board again for 2003. Send your check to Allen Cooke, PO Box 1013, Danville, IL 61834 today. Don't be left on the platform!*

"This expenditure decision, the largest made by IHB in over a 100 years of rail service, was made in difficult times but shows our commitment to safety, reducing our overall expenses, improving our operating ratios and meeting our performance commitments to all customers," said Gary Gibson, General Manager, Indiana Belt Harbor. "We feel very comfortable choosing GE as our locomotive supplier due to their quality reputation and experience in meeting all of our objectives to date."

The locomotives will be transported to the GE Transportation Systems facility San Luis Potosi, Mexico for service and upgrade. Delivery of the first units under Phase 1 is set for February 2003.

IHB expects substantial savings in both operating expense and maintenance. Other benefits include increased fuel savings, larger fuel tank capacity and greater hauling capabilities with microprocessor controls. Standardization and modernization of older fleets, coupled with huge inventory reductions, are giant steps in providing immediate savings to GE's rail customers.

*IHB News Release 1-3-03*

## **Lilly suggests taking rail out of Downtown Indy**

### ***CSX, Amtrak oppose plan to reroute trains to Belt line***

*By Dan McFeely, Indianapolis Star  
January 13, 2003*

With an eye on future development south and east of the city's center, Eli Lilly and Co. is proposing a radical plan to eliminate all Downtown rail lines, including the elevated lines running to Union Station.

Such a plan, if approved, would mean the end of historic Union Station as a destination point for Amtrak passengers — and the beginning of a new passenger station, probably located at Indianapolis International Airport.

Trains passing through Indianapolis on national routes would be shifted to the Belt Railroad, a line that bypasses Downtown and is owned by Lilly.

The Peterson administration is officially interested but not yet sold on Lilly's plan.

Its key concern: Union Station has long been envisioned as the hub of a future rail system.

“There is a lot of land with rail on it that is just sitting there. It’s pretty obvious the rail lines are an impediment to growth. We’re talking about opening up opportunities for businesses like Lilly and Anthem to become more a part of the regional center.”

At this point, Amtrak is opposed to the idea. So is CSX, which owns most of the rail lines Lilly wants to remove.

“We use Union Station, and we enjoy using that station,” said Amtrak spokeswoman Kathleen Cantillon, who worries about a new station’s impact on travel distance and time.

“Something along this line has been in the air for a while. Over the summer, we did send a letter to Mayor (Bart) Peterson, and basically we do believe this proposal would have a significant adverse impact on Amtrak.”

Lilly sees it having a positive impact on Downtown:

Removing the “physical barriers to future development” would unite the separated Wholesale District and the Indy South District. The tracks-free land would become attractive to developers of new office buildings, residential areas or an expanded convention center.

Maybe even a new football stadium. With the city already looking at future Downtown growth and a possible rapid-transit system, Lilly’s real estate manager says the timing is perfect for this proposal.

“Certainly, this kind of idea belongs somehow in that process,” said Jack Leicht, whose job is to determine where Lilly can grow in the future.

“In many cities, this is just a pipe dream because they have nowhere to go with the rail lines. We do. Now we want to test to see if there is some other interest beyond Lilly.”

Outside the immediate Downtown area, the existing rails would likely remain in place for future use. Lilly is most interested in removing the infrastructure within

the borders created by White River and the interstate highway system. The Belt runs from the White River, south beyond I-70 and then loops around the city to a point near 25th Street and Sherman Drive.

The proposal grew out of Lilly’s original desire to remove the elevated rail infrastructure that parallels Delaware Street. Its concern: The infrastructure interferes with vehicular and pedestrian movement between the Lilly Corporate Center and its expansion west of the tracks, where the two Faris buildings and the Brougher building, gym and child care center are located.

The Delaware Street line is also unattractive, but Lilly says that’s not the overriding factor. Lilly is helping the city pay for a beautification of the area, which includes the rail infrastructure. There is also some concern about safety issues in the event of a derailment on the aging tracks.

Last month, Lilly unveiled its new, expanded plan to a group of power brokers representing Downtown businesses, government and community groups. They included representatives of Anthem, Conseco Fieldhouse, Farm Bureau, the Indianapolis Chamber of Commerce, the Indianapolis Convention & Visitor’s Association, Indianapolis Downtown Inc., Indy Partnership and state and city officials.

Neither Amtrak nor CSX representatives were present. Spokesman David Hall said CSX was not asked to discuss this Lilly proposal. But two years ago, Lilly made a similar proposal that would have required considerable capital improvements to the Belt by CSX.

“The proposal we got from Lilly suggested that we assume those costs, but CSX doesn’t expect to see enough return on investments to justify that expense,” Hall said.

Lilly’s new plan does not address funding issues. But it would take “tens of millions” of dollars to build a new station, upgrade the Belt for faster train travel, rip out existing rail lines and demolish the aging concrete bridges that span above Downtown streets. Leicht said part of the plan would be to pursue federal grants avail-

able for such relocation efforts.

Other cities have taken on such projects. Lafayette recently completed a major rail relocation project designed to make intersections safer and to unite divided segments of its downtown. Most of that project was funded by federal tax dollars. There is a similar proposal for suburban Chicago and cities in northwestern Indiana to move rail lines closer to Lake Michigan and free up land for badly needed urban development.

It’s unclear what effect there might be on retail operations at historic Union Station, which closed in 1979 as a railroad station, then reopened as a retail, dining and entertainment facility.

Also unclear is the impact on Greyhound, which operates out of the first floor of the train station.

There also are transportation concerns, especially since the city recently launched a \$1.5 million Metropolitan Rapid Transit Study, for which local taxpayers paid \$300,000 to assess the possibility of a rail system connecting Downtown to several outlying suburban communities — presumably on existing rail lines.

“We’re concerned about the future of high-speed rail and the flexibility a rapid transit system would have to use these rails,” said Peoni.

Dennis Hodges, president of the Indiana High Speed Rail Association, shares that concern. He has recommended that the Indianapolis Chamber of Commerce’s transportation task force, of which he is a member, study and monitor the plan closely.

“The Lilly study is one that we will have to urge caution along the way, and watch with a critical eye,” said Hodges, whose group supports rail relocations in general and a new train station at the airport.

“However, we also have a vision for Union Station being a centerpiece for economic prosperity in Downtown Indianapolis. I would hope the study does not prejudice against any economic business expansion that could result from high-speed trains coming to Downtown Indianapolis.”

By the end of January, Leicht hopes the group will agree on how to fund a new study, which he believes could be done in less than a year. The study would likely be paid for by private sources.

## More Shows

Elmhurst, IL - Sunday's, Elmhurst Model Railroad Club openhouse, 1-4 PM, free

Midlothian, IL - Feb 23, March 23, South Suburban Model Train Show. Midlothian Park District Building, 14500 S. Kostner, 9 AM-2 PM, \$3.50

Danville INDIANA - March 30, NMRA Midwest Region Train Show and Meet, 4-H Club Building, Hendricks Co. Fairgrounds, Old 36, 10 AM-3 PM, \$3.

## Construction Projects

### *CSX Transportation*

**Blue Island** – design is proceeding at slow pace. Issues with right of way, agreements with Metra, IHB and CNIC are slow in coming, utility lines are an issue, grade crossing changes will go before the ICC and other major items are causing your editor a headache in getting the project ready for spring construction.

CSX has moved a No. 20 to Harvey Junction and will put in place this month. Train Control has crews on the ground installing underground pipe for future use and signal design is almost complete. The summer deadline of getting track work completed for a signal suspension at Blue Island Junction (July/August) is fast approaching.

**Walbridge, OH** – design is to start in February on a new single-span double track structure for the realignment of the former Toledo Terminal at Walbridge. A new control point “CP Apartment” will be constructed north of the yard and will be

*Continued on Page 7*

## 25 Years in the Danville Junction Chapter

*by Doug Nipper*

As I start to write this article, it's January 24, 2003 and I just heard a clip on the local radio station that this is the 25<sup>th</sup> anniversary of the blizzard of 1978. Back then the Danville area got 18" of snow and howling winds, producing drifts as high as houses! Was this when Conrail ran their rotary plow on the old NYC north of Danville to clear out those cuts? If anyone has slides of this, I'd like to scan them...

I intended to write something about my years in the Chapter when I got my silver pin last year, but time has marched on and here it's almost 10 months after the fact. My 25<sup>th</sup> year was completed at the end of 2001, but they don't send the pin until the following year. I joined the organization in 1976, which is easy to remember also having been the nation's Bicentennial.

It all started when I spotted the sign for the railroad museum in Catlin. As a kid, I would go with my parents to a popular restaurant in that burg for Sunday dinner every once in a while. After I finally convinced the folks that the place was worth a visit, we managed to make time for it one Sunday. Up those stairs was a wonderland that a 14 year-old kid could only imagine. I had dabbled in model railroading for several years, but never had I seen anything like the layouts above that tavern. And then there were all those railroad artifacts. I knew I had to be a part of this!

Bob Barker had been my bus driver in the prior school season, and our friendship had started when I spotted a copy of Trains Magazine on the driver's console of his bus. It was at this point that I realized that others shared my interest in trains. I know the neighbors thought the Nippers' kid had to be nuts when he ran to see every train that went by on the L&N near their house. I don't remember the exact sequence of events, but somehow I got hold of Rick Schroeder by mail. He responded with a nice letter inviting me to join the club, and welcomed me to help with their next big project, moving the museum to Rossville. My concerns about only being 14 years old when the NRHS requirement was 16 were quickly allayed. Rick just told me I was 16 as far as they were concerned! No wonder I feel two years older today...

I only attended a couple of work sessions at the old Museum, the last of which was moving day. The one thing I distinctly recall from that move was sliding boxes down the back stairs on a temporary ramp of long boards. I also recall the awe I felt when I first stepped into the depot at Rossville. It was still being used by the signal maintainer, and I found it hard to believe that this authentic “railroad place” was going to be our new home. This was also the first time I had ever listened to a dispatcher's phone line, which was probably the start of a lifelong interest in communications and signaling. But that's another story in itself.

The early years of the Rossville museum were lots of hard work. Re-configuring the agent's room to be an open area, and painting everything in a lighter shade of green and white were some of the first tasks. After the grain doors were moved out of the baggage room, the layout was started about 1978.

Also in 1978, Rick encouraged me to renew the acquaintance with my former bus driver, Bob Barker. This began a long association that allowed me to observe some of the last years of traditional railroading, at least as far as operations go. From then until 1992, I was witness to a total change in the way trains were run. The transition from things

like train orders and interlocking towers to computers and radio-controlled signals were a fascinating thing to see. Were it not for my membership in the Chapter, I might have missed it.

I was trying to avoid mentioning names in this article, because I know I'll leave someone out if I try to list everyone that's been a part of the Chapter. Friends have been made, and friends have been lost. Our memorial plaque at the depot is getting too full. I would be remiss, however, if I didn't mention the late Stan Chausse, and you should know why: Stan befriended me while I was still in high school, and we spent many a summer day at Rossville working together. He would come by my parents' house and pick me up in the morning, then bring me home in the afternoon. We were an odd pair to be certain, him a retiree and me still in school, but we got along splendidly.

I also have to say that Stan was possibly the most influential member that the Chapter has ever had. His knowledge of business, government and even politics allowed him to do great things on our behalf. We got several grants from the Gannett foundation due to his efforts. He re-wrote our constitution, and acted as Treasurer for many years. Stan was also a hands-on fellow, helping with (and largely coordinating) many of the big projects in the early years at Rossville, like the first re-roofing and the replacement of the soffit. I truly don't know how any of these things would have gotten done without Stan. He was tireless in his efforts to serve the Danville Junction Chapter.

Others have stepped up to the plate, however, and the Chapter has thrived since Stan's death. The newsletter gets published, the bills get paid and the meetings are held every month. At the depot, the grass gets mowed, the layout gets maintained and the Museum is opened every weekend in the summer. Maybe none of us are Stan, but together we make the club work.

Over the years, the Chapter has operated the Museum pretty much continually. Many members joined to take part in the construction and operation of the model railroad, and this still remains the major

draw for members to staff the depot on weekends in the summer. In addition, members participate in operating sessions that can now be held year-round thanks to a permanent gas furnace. As important as the model railroad is to our members and visitors, I've always tried to keep most of my focus on the historical exhibits, particularly those dealing with signaling and communications. I was in and out of modeling several times, but finally gave it up for good after I saw a lot of my money being spent on things that were often very frustrating. I decided to stick with 1:1 scale, and became more involved at the Monticello Railway Museum, even dragging a few other Chapter members along with me. But Danville Junction is still my "home" club.

It's hard for working people to make time for their hobbies in this day and age. Even weekends seem to be scheduled like weekdays. I miss some of the things we used to do as a club, like the spring trips and the motorcar operation. But I also know that these things take planning and effort, which may be in short supply for those of us that still work demanding jobs. It also takes motivation, which is often lacking. There are only so many hours in a day, and days in a week. You make time for what you really want, and thankfully a core group of our members still make time for the Chapter and the Museum.

Where the future of the Chapter is concerned, it's safe to say that we will be around for a while. Although the group has become less "can do" as the average age of members has gone up, we have made up for it with increased monetary contributions. What we can't do ourselves, like the second re-roofing, we can always pay someone to do. I am concerned, though, that we aren't attracting enough young members to carry on the fight. The 14 year-old kid that visited Catlin almost thirty years ago decided to stick around, and we need more young people to do this in the future in order for the Chapter to survive long-term.

*Editor: - Doug's notes bring back a lot of memories. We would like to share yours with the newer members of the Chapter.*

## Watseka Farmers New Motive Power

Watseka Farmers Grain Co. has purchased two former Erie Mining RS-1 1s for use at their Pittwood, IL (on former C&EI) and Darrow, IL facilities (on KB&S) from LTV. These units retain their Erie Mining colors except for the small WFG stenciled under the cab window. The 7210, which obviously was remote control equipped as noted by the display lights mounted on the cab roof, arrived in Pittwood in mid November of 2002 and is now operating as needed.

Current the other unit, the 7205, is in Itasca, Wisconsin awaiting some wheel repair work. This unit is to be repaired by the DM&IR, but must be interchanged back to them before the work can be performed and as of this writing the owners were still objecting to the additional interchange charge. Therefore it is uncertain exactly when this unit will arrive in Illinois. Since the purchase, the owners have decided to bring both units to Pittwood as there really is not enough siding at Darrow to require a locomotive currently. They anticipate moving it to the Darrow facility at a later date. Some additional trackage has been constructed at Pittwood this past fall with a switch and some more trackage to be constructed in the spring to allow the loading of 50 plus car unit trains. Eventually they plan to construct additional siding capacity at Pittwood to allow the loading of 100 car unit trains.

*By Doug Butzow*

## Amtrak's Kentucky Cardinal to be pulled from time- table

Amtrak's daily overnight *Kentucky Cardinal* from Chicago to Louisville through Indianapolis is scheduled to cease operations in July, according to Amtrak spokesperson Kathleen Cantillon. The train was established in 1999 in an effort to take advantage of the new mail

and express service business offered by the carrier. Service never reach its hoped-for potential and has continually operated in the red.

Train 850 departs Chicago at 8:15 p.m. and arrives in Louisville 7:50 a.m. Its counterpart, train 851, leaves Louisville at 9:20 p.m. and arrives in Chicago at 9 a.m. Besides the lack of mail and express revenue, ridership has continued to decline as well, with fiscal year 2002 ridership at 20,707, down from FY 2001 of 29,201. The official 180-day train-off notice is dated Jan. 6.

*Via Trains On-Line 1-17-03.*

## **Missouri weighs company's offer to take over KC-to-St. Louis Amtrak line**

*By TIM HOOVER, The Kansas City Star*

JEFFERSON CITY - Faced with a 44 percent increase in the cost of Amtrak service next year, Missouri is considering a St. Joseph company's offer to take over passenger rail.

The company, Herzog Transit Services Inc., is a subsidiary of Herzog Contracting Corp. It already operates commuter rail lines in California, Texas and Florida and maintains railroad tracks in other states. In a letter earlier this month, Herzog officials told the Missouri

Department of Transportation that the company could operate the Kansas City to St. Louis route at "considerably less cost" than Amtrak.

Brian Weiler, director of multimodal operations for the department, said the agency is only studying the idea of having a private operator take over the rail service and has not solicited formal proposals.

"We have a duty to at least explore it,"



Weiler said. Amtrak operates two round-trip trains daily between Kansas City and St. Louis for a cost of \$6.2 million a year to the state. Lawmakers last year appropriated only \$5 million, and Amtrak service will be cut to one train a day by March if legislators do not provide a \$1.2 million supplemental appropriation. In addition, Amtrak has requested \$8.9 million to provide the same service in the next fiscal year.

That is a 44 percent increase for the state over the current year, and a more than 150 percent increase over the state subsidy for the rail service five years ago.

"No matter how you explain it, when you go from \$6.2 million to \$8.9 million, you have to question those increases," Weiler said. "It's a tight budget year, and even if it weren't, that's a significant increase." Ray Lanman, vice president of corporate development for Herzog Transit, said the company has proved elsewhere it can run passenger rail.

It operates an 80-mile commuter line in Florida from West Palm Beach to Miami that serves 8,000 passengers a day; a commuter line between Dallas and Fort Worth that serves 10,000 a day; and a line in California between Stockton and San Jose that serves 3,500 daily.

Ridership on the Kansas City to St. Louis line is approximately 200,000 people a year.

Herzog officials said that without a specific proposal, they could not say exactly how much the rail service might cost the state, but they think it could be less than Amtrak.

Amtrak officials defend the rail service's costs. Spokeswoman Kathleen Cantillon said the \$8.9 million request for fiscal year 2004 really was closer to a 3.5 percent increase because Amtrak has been subsidizing rail service in Missouri.

"Obviously we have a desire to run these trains, and we've absorbed some of these costs," Cantillon said. "But it's getting increasingly difficult for us to do." Cantillon said private companies are free to try to perform the same service as Amtrak, but, she said, they will encounter the same challenges Amtrak has.

She pointed to problems in Britain's rail system after it was privatized.

Some companies went out of business, forcing the government to step back in. There also have been complaints about service and concern over safety after a number of high-profile accidents. John Spsychalski, a business professor at Pennsylvania State University and an expert on rail transport, agreed that privatization of passenger rail is risky.

"Unless it's done very carefully, it could have consequences that could be more negative than positive," Spsychalski said. "The British experience has been far less than totally favorable."

While Amtrak has certain rights to operate on rail lines owned by railroad companies, a private contractor would have to negotiate for access, Spsychalski said.

Spsychalski said no form of transportation — rail, air or highway — operates without significant government subsidy. Railroad historians point out that Amtrak was formed in the early 1970s because private passenger rail companies were going out of business. Weiler said state officials would have to make sure, if the line were privatized, that passengers could transfer easily to Amtrak lines in Kansas City and St. Louis. The system, he said, would have to be customer friendly.

Lanman said Herzog officials were aware of the difficulties with rail access, maintenance and other issues. Still, he said, "We've got a real good understanding of what our costs should

be and basically came to the conclusion that we could do it for less than what Amtrak is doing it for."

Privatization also interests state Sen. John Russell, a Lebanon Republican who is chairman of the Senate Appropriations Committee. Russell was skeptical about finding an additional \$1.2 million for a supplemental appropriation in the current year. And he was pessimistic about the \$8.9 million request for the 2004 budget. "If I had my way, they'd get one train and that's it," Russell said. "And the budget's so tight, we may not be able to do that." Russell noted that the \$8.9 million request

for Amtrak was almost exactly the amount needed to fund a program for 9,600 disabled homeless people. Those in the program now get \$9 a month instead of the \$80 they were getting before the program was cut.

“If it comes down to Amtrak or giving the \$80 a month, I think most of the committee would rather do the \$80 a month,” Russell said

## **Wheel Report**

Since I don't take Metra as often as I used to, I usually have some catching up to do when I make that occasional trip. This past week I was advised that new stainless steel cars would soon be arriving to replace most (or is it all?) of the remaining former C&NW and Rock Island cars built by Pullman-Standard. And I took it with not a little sadness.

I know most of us have our railfan favorites, and such a topic is always subjective, so I am prepared for a possible debate—but I can't let Metra's announcement pass without comment. In my estimation, there never was a passenger car builder who built better than Pullman, and despite encountering a car every now and then with worn trucks, the Metra Pullman fleet bears this out. Wherever you encounter them, you can always count on PS cars to ride rock steady, like a battleship. And that's an assessment from someone who has ridden them throughout his life. From C&O streamlines on the GW, to the C&NW commuter bilevels, the ride was always the same: like a ship on glass seas. I even had the joy of encountering some of Pullman's older handywork in the form of a pair of two ex-NKP coaches on the Cuyahoga Valley Line. During my time there, there was no better place to ride than on one of these gems: an unrestored #62 built in 1934, or refurbished #90, a 1930 Pullman grad.

Granted, neither car was a lightweight—the former a twelve-wheel 80 tonner, the latter weighing in at 70 tons—but their ship-like ride was a signature that could be easily detected on practically every Pullman-built car I ever encountered.

I am sure there is no easily identifiable reason for this trait, but it's not just in my

head—too many people have testified in kind. And I rediscovered this seeming truth when I first moved to Chicago. I spent my first year here commuting on the Milwaukee, riding on stainless steel, Budd-built equipment. Even allowing for the Milwaukee's sometimes wretched roadbed and non-spiraled curves, the Budd's rode stiffly. (True, they rode better in the winter after the ground had frozen, making the Milwaukee track more stable, but they were still unforgiving cars.) And then I moved to Wheaton and began riding the C&NW. The PS cars were typically Pullman, even in the winter when—curiously—the C&NW's roadbed seemed worse. But lest you think that it was roadbed that made the difference, consider that when Metra began mixing their fleet and ex-Milwaukee Budd cars began showing up, making a side-by-side (or front-by-rear) comparison possible, the Pullman stuff always rode noticeably better.

So, a tip of the Wallis hat to Pullman. The PS operation has been gone for a generation now, and no one is more cognizant, or saddened by that fact than me. They built a product like no other. Ride one soon before it's too late, and see what I mean. Via Internet by Richard Wallis

**Green Goat's trial on Union Pacific moves to Windy City:** RailPower, the Vancouver, British Columbia, maker of the environmentally friendly Green Goat, which has been testing in Union Pacific's Roseville, Calif., yard northeast of Sacramento since March of last year, announced Friday a testing extension as well as transferring the unit to Chicago. Expected to move east this week, the experimental unit has been modified in anticipation of the colder working conditions in Illinois. Testing on the UP has been extended until June 30. *Via Train On-Line*

**METRA: MP36PH-S's COMING TO CHICAGO:** The first pair of the F40C replacers are scheduled to be released from Boise Locomotive in Idaho on January 15. The METX 402 and 403 will be delivered via the UP to Chicago. The units are expected to begin road tests on the Milwaukee District West Line to Elgin upon arrival. *Via NWI Chapter*

*Construction - continued from Page 4*

a split of the double track line to Stanley Yard and Walbridge Yard. Construction will start next year with elimination of the tower scheduled for early 2004.

**Walbridge, OH**—the turnpike connection design has started. CSX hopes to have all right of way acquired and approval from the STB to begin construction of the 8000-foot connection track to allow access to the south end of Stanley Yard.

**West Virginia**—the MARC facility at Martinsburg has been awarded to a local contractor and work should begin late this month. Completion is proposed for late 2003. Track work at CP Byrd is complete with signals installation underway. Cutover of the entire 30 miles is scheduled for April 27, 2003. The last CP, Sandy Hook, will be constructed in March 2003.

**Princeton, IN**—the proposed 7000 foot connection track between Norfolk Southern and CSX on the northwest side of Princeton has been put on hold. PSI has decided that they will not participate in the construction, thus the two railroads are not funding the \$1 million dollar plus project themselves.

**Public Projects**—In Indianapolis work has started on the replacement of the U.S. 40 bridge west of town. Embankment and shoring for abutment construction are underway. At Clermont, northwest of Indianapolis, the contractor has started drilling the shafts for the abutments for the new bridge over SR 136. This work will be completed this fall with bridge construction starting in the spring. This will be a roll-in structure.

Other work includes bridges in northern Ohio, especially the new underpass on Bagley Road in Berea. I-280 in Toledo finally saw trains on the temporary structure and removal of the existing bridge to be replaced. Columbus has 4 projects ongoing at this time and several will startup in the spring. In Indiana Bremen has completed the bridge and move the mainline back onto the new structure. Other work includes a bridge in Lapaz, Hobart and several in western Indiana. In Illinois phase two of I-57 reconstruction will start this spring. We have several grade crossing

projects for CSX in Illinois, Indiana and Michigan. There are other Michigan projects that will start this year in several areas of the state. We will also handle the Metra bridge replacement project over CSX at Riverdale, Illinois (we are also involved with NS on this project). This work involves replacement of a timber structure on Metra's Electric District (ex-IC)

### Norfolk Southern

**Illinois Route 3** – the relocation of Route 3 in Madison County is the result of the future construction of the new I-70 bridges over the Mississippi River. We have been reviewing the preliminary plans for the 11 new structures that will cross over NS. We are also reviewing the track plans for the relocation of NS in several places in Madison county. Work on the relocation is supposed to start in 2003, depending on funding (we are also handling the CSX portion of this project).

**Danville** – construction of a new bridge over NS on 4<sup>th</sup> Street will start this spring and after completion Ill. Route 1 bridge will be reconstructed. In addition, once additional underground studies are completed the new bridge carrying 14<sup>th</sup> Street in Tilton over NS will be let for construction work. The Tilton project has had the final ICC hearing and thus funding should be available for late 2003 or 2004 work.

**Michigan and Missouri areas** – two projects will be getting started soon, one a retaining wall reconstruction on I-75 and a bridge removal in downtown Ann Arbor. In Missouri the Bridgeton project will see bridge construction this spring and soon the existing bridge with the "Wabash" still on the side will come down. An additional project will keep us busy near Mexico with reconstruction of an overhead bridge.

**Saltsburg, PA** – the 4.5-mile line that NS will construct to reach the power plant will probably begin in 2003. The environmental and STB delays have extended the project 2 years beyond what NS had hoped.

Recent possible projects: We have been asked by CSX to design the reconstruction of a road bridge over the lead tracks into the Toledo Coal Docks at Toledo,

Ohio. Rail America has requested proposals to replace a bridge located southwest of Indianapolis and our Buffalo office has requested an estimate to design a double track structure for a CSX TransFlo facility near Buffalo, NY. Very quickly we could be out of help again.

*Rick*

### Rail intermodal traffic makes double-digit gains

Intermodal traffic on U.S. railroads registered a double digit gain from a year ago for the week ending Jan. 18, according to the Association of American Railroads. Intermodal volume for the week totaled 186,564 trailers and containers, up 12.4 percent from the comparable 2002 week. Container traffic was up 18.3 percent, while trailer volume declined 2.8 percent. Carload traffic, which doesn't include the intermodal data, totaled 321,943 cars, down 1.9 percent from the comparable week last year. Carload volume sagged 4.8 percent in the East but was up 0.4 percent in the West. Total volume was estimated at 28.7 billion ton-miles, down 2.4 percent from 2002. Intermodal freight was up but carload traffic was down on Canadian railroads during the week ended Jan. 18. Intermodal traffic totaled 38,095 trailers and containers, up 13 percent from last year. Carload volume of 62,860 cars was down 2.5 percent from the comparable week last year.

Cumulative originations for the first three weeks of 2003 on the Canadian railroads totaled 171,196 carloads, down 2.3 percent from last year, and 108,901 trailers and containers, up 28.2 percent from last year.

The AAR also reported that carload freight on the Mexican railroad Transportacion Ferroviaria Mexicana (TFM) during the week ended Jan. 18 totaled 8,976 cars originated, up 32.8 percent from last year. TFM reported originated intermodal volume of 3,982 trailers or containers, up 50.5 percent from the third week of 2002.

*Via Trains On-Line 1-24-03*

### Union Pacific - New GE AC4400-CTE's

The first of the year saw a flood of new General Electric units come onto the UP. This group is the UP 5864-5938. Some of these units were built during the last half of 2002 and sat at Erie, PA until 2003. The UP 5866 for example has a builder's date of 9-02. As of January 10 the UP has taken delivery of the following units: 5866, 5867, 5882-5884, 5886, 5887, 5890-5896, 5898-5913. .... UNITED WAY 3300 HANGING AROUND: The Union Pacific SD40-2 #3300, the red, white and blue painted United Way locomotive, has been hanging around northern Illinois during the past month and it appears that it might be lingering for a while. The engine was the trailing unit on a Proviso-North Platte train making a setout at Rochelle on Saturday, November 30 and then was spotted down at the Global 3 facility on December 26. It was being used as transfer power between that new intermodal yard and Chicago area eastern connections for moving stack trains at that time. As of the first of 2003 though, it has been paired with the UP 3058 running on the Belvidere, IL to Proviso autoparts trains for the Daimler-Chrysler plant. The train runs from Belvidere into Proviso each night and then returns to Belvidere in the early morning, so the unit should be hanging around the UP yard west of Belvidere during the day if it stays on the assignment.

*Via North Western Illinois Chapter*

### CSXT Derailment

On January 23, at approximately 9:30 p.m., CSXT train Q-533-22 which was powered by CSXT SD40-28077, CSXT SD40-28090, CSXT SD40-28109, CSXT GP40-2 CSXT 4437, and CSXT SD40-2 8075, with 29 loads and 61 empties, derailed at Brownsville, Tennessee. Train Q-533-22 was southbound enroute from Bructeon, TN to the CNIC's Johnston Yard in Memphis, TN. The crew reported that the mainline switch at Brownsville, TN was lined for the house track. Train Q-533-22 entered into the siding striking local train M-790-22's power and derailed both en-

gines plus one boxcar that was in the house track. The boxcar derailed crossways and blocked the mainline.

The five locomotives on train Q-533-22 all derailed, but remained upright. Hulcher was summoned to help clear the derailment site and arrived at 00:55 EST. Additional CSXT equipment arrived from Nashville, TN at 04:30 EST. Train Q-535-22 then pulled the rear of train Q-533-22 back clear of the derailment. Train Q-536-22 then ran lite from Memphis, TN and pulled the head end of the train back to Memphis, TN after the mainline was cleared. The engineer and conductor will both reported to be in critical condition.

*RailPace via Conrail Technical Society E-mail Update - posted 1/24*

## **Iowa, Chicago & Eastern- GP40-2s Arrive**

The group of ten ex-Southern Pacific GP402s from National Railway Equipment's Silvis Shop were finally delivered to the IC&E on Friday, January 1-10. The IC&E 4200-4204 are painted in the blue with the yellow stripe and fully lettered and the IC&E 4205-4209 are still gray with red noses and small IC&E initials on the cab sides. These units had been languishing over at Silvis since last summer. As of Saturday, January 11 the engines were sitting around the radial tracks of the Nahant Roundhouse, being prepared for service.

**RUNDOWN ON THE SD40-2s:** Those IC&E SD40-2s fully painted in the blue and lettered for the railroad are still hanging around the San Antonio, TX area. The units present at the Trans Texas Rail facility in late December were the 6400-6403. All four of them were fully painted and lettered for the IC&E but at least one of them wore AARX initials on the nose and cab side. A report on the LocoNotes yahoo group from Jan. 10 found the IC&E 6406 down at San Luis Potosi in Mexico. A frame check revealed that it was originally the UP 3805, one of their experimen-

tal SD40-2SS's--it has an extra two feet on the long hood. There were reports that the IC&E will take delivery of about 30 of the remanufactured SD40-3s and return half of the FURX ex-BN SD40-2s. The IC&E currently uses about 60 of the FURX six axles for the mainline trains.

**SD9 RELETTERED:** Even more interesting than the blue GP40-2s was the appearance of the former IMRL SD9 614 being relettered as the IC&E 614 early in January. The 614 is one of the hi-nosed ex-Southern Pacific SD9s, still in bad gray (and maybe even a touch of red still present somewhere on its nose). The unit only had its IMRL lettering under the cab windows replaced with IC&E initials, but at least it's something!

**SD45s STILL KICKING:** The pair of ex-IMRL SD45s lettered for the IC&E are still roaming around. The IC&E 8936 was present at the Nahant roundhouse on 1-6 and the IC&E 363 was still paying back the UP horsepower hours in January. It was seen headed out of Kansas going to Louisiana on a grain train around the 10<sup>th</sup>.

**SW1200#13 GONE FROM ROSTER:** The IMRL 13 was seen in Clinton, IA on the UP in late December. The UP computer showed it going to Azcon in Sterling, IL--evidently it's going to be used there within the old Northwestern Steel and Wire mill.

*Via North Western Illinois Chapter*

## **C&EI lives at Monticello**

On the right you see a steam water crane rising above one of the Monticello Railway Museum's passenger cars. Someday they will have a steam locomotive to park under it, fully steamed up and taking water.

This past fall and winter the members of the MRM erected a water crane that has been laying in the "weeds" at the museum for many years. Many probably don't know the true story behind the monument to steam.

Back about the time the Danville Junction Chapter was formed, 1969 that is, the Missouri Pacific had acquired the Chi-

cago and Eastern Illinois Railroad and was in the process of getting rid of anything they could. The water crane you see here stood for many years at Oaklawn Shops in east Danville, long after steam was gone, as a symbol of what once ruled the line. Members of the chapter decided that the crane should be saved and member Bob Block approached the management of the MoPac. Now we all know how the MoPac believe in saving history and they told us we could have it providing we pay \$500 for the crane and furnish proof of \$1,000,000 liability insurance to get the crane. Needless to say we had neither and thus were prepared to see go to the scrap yard.

Bob was good friends with scrap dealer Lew Mervis and discussed getting the crane. Mervis proceeded to get the MoPac to pay him for removal and then delivered the crane to Bob's house free of charge. Again, we had one up on the MoPac.

Over the next few years, without a museum for the Chapter, we decided that the MRM would be the best place to preserve the crane and maybe someday erect it at the shops near Monticello. That time has come and the Chapter is pleased to see the water crane once again, standing tall, ready to fill a tank of a steam locomotive.

Our former member, and one of my best friends, Bob Block, is smiling from heaven.

Rick S.

