

# 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 2004 - Our 36th Year

PRESIDENT: Dave Sherrill

SECRETARY: Al McCoy

NATIONAL DIRECTOR: R. M. Schroeder

MUSEUM DIRECTOR: Robert Gallippi

EDITOR: Richard M. Schroeder, [rmschroeder@att.net](mailto:rmschroeder@att.net) PUBLISHERS: Allen Cooke & Doug Nipper

1819 Coventry Dr.

Champaign, IL 61822-5239

MEMBER: Association of Illinois Museums and Historical Societies

VICE PRESIDENT: Doug Nipper

TREASURER: Allen Cooke

PROGRAM CHAIRMAN: William Darner

HISTORIAN: Jesse Bennett

Cooke Business Products, Inc.

John Cooke Sr., Honorary Member

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

---



Winter time on the Chicago and Eastern Illinois Railroad in Grape Creek, Illinois. Do you see a depot similar to Rossville? The date of the photograph is unknown.

## Coming Events

### *February 15, 2004*

Monthly meeting in Danville

### *February 21 & 22, 2004*

Mattoon, IL - Cross County Mall and Coryville Station Model Railroad Days, Sat 10-9, Sun noon to 5, free

### *February 22, 2004*

Peoria, IL Trainfair at Illinois Central College, East Peoria Campus 11-3, \$2.

### *March 13 & 13, 2004*

Cisco, IL - Cisco Junction Model Railroad Group Train Show, Cisco Center, 10-4, vendors and donations accepted.

### *March 27 & 28, 2004*

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

### *Operating Sessions - see listing to the right*

## Next Meeting

The next meeting will be February 15, 2004 at the Pizza Inn. As usual, we will order off the menu and then begin the meeting around 1:45.

Reminder for dues, they are due by the end of March for 2004. Next month we will note on your address label if you have not sent in 2004 dues.

Member Mark Ziebart is now on the Indiana Railroad and training in both the class room and on the locomotive. We wish him well over the next 90 days. Mark's new address is 970 I Street NE, Linton, IN 47441. We look forward to reports on the railroad in the months to come.

Last meeting member Bob McQuown suggested we begin an inventory of all items in the museum. This was started a number

of years back by one of our members but was never completed. Once it is warmer we plan to begin work. Using a laptop and having at least 3 members there to read, enter and mark we should be able to make progress. We plan to do a room at a time and thus when we get requests from the public (we get 2-3 per month off the web site) we may be able to find the information much better than we do now. In addition it will assist in moving material to the Vermilion County Museum for archival of the material.

Note that the Urbana Train Show is coming up the end of the month. This year we will finally be able to use the former Bergner Store. The Lincoln Square Mall has finally ended the lease with Bergners after much effort. They are now working toward finding someone to fill the space - a major task in Urbana. However, at least this year we get the space and dealers will be able to be one location. Also, the LGB will be in the carpet area of the store. The guys that now handle the show felt that Fred and I needed more comfort as we are both reading social security age (ha).

This month the program will be the Chicago CREATE plan. Rick Schroeder will have a PowerPoint presentation prepared by the Chicago group. In addition, if we have time, he will show the PowerPoint program of Blue Island presented to the railroad engineering department at the University of Illinois.

*Remember, 2004 dues need to be to Allen Cooke by the end of March*



## Operating Sessions

### *Grafton Davis & Mt. Storm Ry*

309 Dale, Rossville, 12:00 PM

Saturday, February 28, 2004\*

### *Chicago, Illinois and Eastern*

Depot Railroad Museum, 1:00 PM

Saturday, February 7, 2004

Saturday, March 6, 2004

### *Danville and Western Railroad*

1819 Coventry Drive, Champaign, IL 1-3 PM

Sunday, February 22, 2004 \*

Sunday, March 14, 2004\*

\* Note change in date

## Urbana Train Show

This year we have been told we will have space in the former Bergner's store, the anchor building in the southeast corner of the mall. Bergner's moved out 2 years ago and due to lease problems the mall could not use the space. A court settlement in December allowed the mall to pursue getting other tenants in the building. Recently show organizer Bruce Bird visited the mall to get final arrangements setup and was told we can now use the space. Some of us "senior modelers" will get the carpet area for the G Gauge display. This space should allow us to put all dealers in one space and the layouts and some dealers in the hall, thus getting some out of the small stores where they have difficulty getting business.

## Horizon Hobby, Inc. Acquires Athearn Trains

Champaign, IL - Horizon Hobby, Inc. is pleased to announce that it has purchased Athearn Trains of Compton, CA, a leading manufacturer of model train products. Athearn's headquarters will remain in southern California under the continued leadership of its President, Tim Geddes, who has been an executive at Athearn since 1994. Product support and warranty repair service will also remain in the Athearn facility, along with product development and manufacturing.

Athearn's management and staff will remain the same and Athearn's production and new release plans will continue uninterrupted throughout the transition, including the production of Athearn's traditional "blue box" kits and its Ready-to-Roll, Genesis and Athearn N scale products. The development and production of the exciting, new products is continuing as planned, including the recently announced sound-equipped HO scale "Challenger" steam locomotive, the HO scale SD70 MAC locomotive, the N scale Coalporter and the N scale Automax. The only significant change resulting from the acquisition is that after March 1, 2004, Horizon will become the exclusive distributor of all subsequently released Athearn products and all new production of existing Athearn products.

This new business combination, allows two leading companies in the model railroad industry to join together in a unique way. In commenting on this new acquisition and alliance, Horizon Chairman Rick Stephens stated, "Since we began distributing model train products in 1996, we have been committed to providing model train retailers with the best service and selection. The acquisition of Athearn truly emphasizes how seriously we take that commitment. From its inception in 1943, Athearn has had a reputation as a pioneer and an innovator serving the model train hobbyist. Athearn's sixty-year history of developing and delivering quality and value in model railroading is a perfect fit with Horizon's focus on innovation and service.

It's exciting to think about adding our marketing strengths to the knowledge and expertise of the people of Athearn. We expect great things to come out of this for dealers and the industry, as well as Horizon."

Tim Geddes the President of Athearn, Inc. commented, "We are extremely proud and pleased to be able to form this affiliation and permanent relationship with Horizon Hobby, as we feel it will help Athearn best realize its future potential. Under this new arrangement and structure, we will be able to turn over the major advertising, marketing and distribution efforts to Horizon and use their outstanding expertise for those important activities. We will be able to focus our energies and attention on the continued enhancement and expansion of our product line and on the careful and detailed development of new products to meet the wishes of our customers. As we are maintaining a significant continued involvement in Athearn's future, we are especially pleased to join with a company who shares our strong commitment to customer service."

---

## TRAIN FEST 2004

The Dennison Railroad Museum, in cooperation with the Ohio Central Railroad, will celebrate its 15th Anniversary with TRAIN FEST 2004, the largest railroad heritage event of the year. TRAIN FEST 2004 will be a Festival of Trains celebrating in grand style the great railroading heritage of Ohio and the United States. Excursion trains, pulled by giant restored steam locomotives, will traverse east-central Ohio, offering thousands of visitors a chance to ride in the grand style of yesteryear. Trips are planned between Dennison and Columbus, Pittsburgh and elsewhere.

On July 30, 2004, the three-day extravaganza will begin in the hills of East-Central Ohio. Those thousands of visitors will experience railroading as it was in the past and how it is today. There will be several dozen pieces of railroad equipment, including historic steam locomotives, vintage and modern diesel locomotives, rare passenger coaches, a miniature live-steam railroad, model trains, food, games, fun and a whole lot more for the entire family.

The main attractions for the event will be three of the largest operating steam locomotives in North America, pulling excursions to and from the event. These coal-burning steel monsters weigh over 800,000 pounds each, are 100 feet long, and are capable running at speeds of 90 mph. At least five steam locomotives are scheduled to operate at TRAIN FEST 2004 along with 10 vintage and modern diesel locomotives, and two-dozen passenger cars.

TRAIN FEST 2004 will be held in the history-rich village of Dennison, Ohio, a long-time "railroad town" located on today's Ohio Central Railroad. Dennison is located 90 miles from Columbus, Cleveland and Pittsburgh, making Dennison an ideal location for a festival of this nature, with more than 30 million people living within a two-hour drive. TRAIN FEST 2004 has the potential to bring thousands of railroad and history buffs as well as families to the area for this big event. Excursion trains will depart each day from Columbus and Pittsburgh for Dennison, bringing more than 2,500 people to TRAIN FEST 2004. One hour-long steam powered excursions will also be operating throughout the festival.

What: Three Day Train Festival celebrating the 15th Anniversary of the Dennison Railroad Museum showcasing railroading, past and present, to families and railroad enthusiasts.

When: July 30, 2004, to August 1, 2004

Where: TRAIN FEST 2004 will be held in Downtown Dennison, Ohio, on 25 acres around the Museum.

How Much: General admission price will be \$12.00/adult and \$8.00/child (4-12) 3 and under free. A one-hour train ride will cost \$15.00/adult and \$12.00/child (4-12) and under free.

## Union Pacific asks for License Agreement and Fees

As many of you are aware, either from one of the meetings last year or seeing news items, the Union Pacific has notified manufacturers of model railroad equipment and railroadiana material that they must have a license to use the UP and predecessor railroad emblems. In addition, there is a fee for that agreement, unless you are a "small manufacturer" or a not for profit organization.

In early December the chapter received a letter from the UP addressed to the C&EI HS/Rossville Depot Museum explaining their policy that was introduced in December of 2002. They stated that the license agreement applies to the SP, C&NW, MP, WP, D&RGW, MKT, T&P, Cotton Belt and "other historic railroads". The program is to help manage the external use of their corporate trademarks.

As a not-for-profit organization there is no charge but there is a 2-page form to fill out. Once the application is approved they will furnish us with a contract that will qualify the organization for exemption. Some information they want to know:

*They want to know how many years we have been in existence and want a copy of the 501c paperwork.*

*List of all UP produces produced along with samples and copy of catalogue. Each item produced in the future must have a sample sent to UP before production.*

*List of all products planned for the next 24 months.*

*Do we carry product liability insurance and do we use lead or chrome paint?*

*Where are they sold and do we carry an inventory and where is it kept?*

*What are our total gross sales per year from UP items?*

*List all logos we would want to use.*

*List all any license agreements held and who with.*

Perhaps you saw the new item on CBS

before Christmas. The UP said it was slanted against them (response to me via E-mail) and that does not surprise us as the news media usually presents the view they want to project, right or wrong. I was told, "the price of a \$10 car will only slightly increase due to the fee charged." This may be true; a 4% charge is what we understand they want, thus it could add \$.40 on each car. But since most HO cars are in the \$20 range it adds a dollar to the price of the car. But what about a \$100 locomotive, that is \$4 and the supplier will probably rise to \$5. Also, if you buy a new CSX or NS engine, or car, of the same model as the UP has I would suspect the manufacturer would charge the same price as they do now. Thus you CSX and NS fans will pay more for your model.

I was told that small companies will not be charged but larger ones will. Thus the reason they want to see gross sales, which I believe is none of their business. Why is it fair not to charge everyone?

We formed the C&EIHS over 20 years ago and in all that time we have never seen the C&EI logo misused. Besides, we welcome the models that have come on the market in the last few years. Many of those companies have contacted us, not the UP, for historic information. For you members of the C&EIHS you know that the only item we produce is the publication (when it gets out) and the calendar. Someone else has produced all models and decals.

We will not be responding to the UP for either group. In addition there is some question if the UP has rights to a "football" logo that the MP quit using in 1967. Laws apparently state that the logo must be in some type of continuous use to maintain your rights. The way they state "historic" it could go back to even the Evansville and Terre Haute Railroad.

So the next time you purchase a UP model or railroadiana item just remember you are helping a billion dollar corporation earn some extra revenue, and bad PR at the same time.

*The above article is the view and opinion of the Editor and VP of the C&EI HS and not necessarily that of the C&EI HS or the Danville Junction Chapter.*

## Paul Merriman dies at 94

### Catalyst for the NS steam- excursion program

Paul H. Merriman, 94, former president of the Tennessee Valley Railroad Museum and the man who laid the foundation for the Southern Railway's steam-excursion program, died January 16 in an assisted living facility in Winchester, Tenn. A 1931 graduate of the University of the South in Sewanee, Tenn., Merriman did post-graduate work at Duke University in Durham, N.C., and then beginning in 1933, worked for the Glenn L. Martin Co. in Baltimore, Md., eventually becoming the head of the electrical welding section. He was associated with developing the aluminum welding process for aircraft. After World War II, Merriman relocated to Chattanooga and held various posts for the DuPont Co.

In 1964, Merriman purchased Southern Railway 2-8-2 4501 for \$5000 from short line Kentucky & Tennessee, and with Southern President D. W. Brosnan's blessing, steamed it to Chattanooga, where it was refurbished. With the cooperation of Southern Vice President-Law W. Graham Claytor, Jr., who in 1967 would become Southern's President, Merriman watched 4501 haul Southern's first steam excursion in 1966. The locomotive traveled throughout the Southeast, and into the Midwest on other railroads, serving as the catalyst for the rise of much of the South's rail preservation movement of the late 1960's and 1970's. The Southern steam program heightened interest in railroading by the general public, and created many new rail-enthusiast organizations, some of these spawning rail museums that remain active today.

The Southern steam program expanded its scope, adding other engines to the fleet. It expanded geographically northward after the 1982 merger of Southern and Norfolk & Western that created Norfolk Southern, thanks in no small part to N&W's Robert B. Claytor, Graham's brother, who became an NS official as Graham, meantime, went on to other endeavors including the Amtrak presidency

and serving as Secretary of the Navy under Jimmy Carter.

Merriman had suffered a stroke a number of years ago; his last public appearance was in Chattanooga in 1991 at the NS Steam Program's 25th anniversary banquet at the Chattanooga Choo-Choo complex. It was the last great gathering of NS-family steam engines and all the key people who kept the program going, including the Claytor brothers, Jim Bistline, Carl Jensen, Bill Purdie, and their spouses. NS discontinued the steam program in 1994.

In due time, Merriman donated the 4501 to TVRM, for which he served as president from 1963 to 1979, and the engine continued to operate occasionally until its retirement as a TVRM display item a few years ago. TVRM, now expanded to include two depots, a display yard, and shop, still operates steam trains, mostly with an ex-Army 2-8-0. "As one of the charter members of TVRM, and our first (and one of only two) presidents, Paul had a great influence on the creation and direction of TVRM. His legacy lives on in our facility, our staff, and our volunteers," said Tim Andrews, TVRM's director of development.

Merriman's transportation interests were not restricted to railroads; he was also an airplane pilot, owned his own aircraft, and owned a wood-fired steamboat. Merriman is survived by his sister Jean Tallec, his son Marcus, who resides in England, and several grandchildren.

*Via TRAINS On-Line*

## Perfect peak season, new record for NS and UPS

Good planning and a focus on performance brought a new record for flawless performance for Norfolk Southern and rewards to United Parcel Service customers. NS moved nearly 18 million packages without a service failure for UPS during UPS' peak season, Nov. 27 to Dec. 24, 2003. Solid planning, strong commitment and teamwork was the winning combination for NS.

"We met with people across the system, reviewed our plan and addressed any issues before peak time began," said **Randy Survant**, group manager intermodal marketing. "We made sure everyone was committed to our operating plan and to being as flexible as possible within that plan. That paid off in flawless performance."

NS' intermodal group worked with operating departments to keep UPS shipments moving. The company added locomotives when necessary, fueled at Chicago instead of Elkhart, Ind., provided extra end-of-train devices and made sure people were in place to respond quickly to any potential service failure.

Survant said NS provided superior service throughout 2003, not just during the traditional peak season, establishing a new record for NS.

"Our previous record was 91 consecutive days without a failure," he said. "We matched that record in the period from June to September 2003. Then we began our latest record-breaking effort on Oct. 4, 2003, which has surpassed 100 days. That says a lot about NS people and our commitment to providing the best service possible to our customers."

*Via NS Newsbreak*

## Triple Crown plans Minnesota service

Triple Crown Services Co., the trucking/RoadRailer subsidiary of Norfolk Southern Corp., will begin service to the Minneapolis-St. Paul, Minn., area within the next two months, according to a report yesterday in the Fort Wayne "Journal Gazette." In addition, the company will acquire 800 new RoadRailer trailers and increase the size of its Fort Wayne terminal and maintenance center. The opening of the Twin Cities facility, at a site yet to be selected, will bring to 14 the number of terminals in the Triple Crown network in the U.S. and Canada.

The company reported 2003 annual revenues of nearly \$225 million. The expansion

is expected to increase annual sales by about \$60 million by 2006. Triple Crown employs about 235 company wide, including 190 in Fort Wayne. A Chicago-East Minneapolis test run was operated on Union Pacific on December 17, 2003, and Triple Crown is considering either UP or Burlington Northern Santa Fe as its rail carrier northwest of Chicago for the Minnesota service.

*Via TRAINS On-Line 1-21-04*

## Greetings from Frostburg

I was on my way to D.C. today for training. I saw the sign for "Frostburg" as we traveled across the snowy Maryland countryside on I-68. I thought, what the heck let's stop and check out what's going on with the WMS. I had to convince my co-worker I was traveling with that this was an interesting place. We stopped and asked a man who was shoveling his walk for directions to the turntable. He laughed, "Hey we were just talking about that because we heard the whistle!" He gave us directions and we promptly headed in that direction. We just crossed the tracks leading to the turntable when we looked toward the north and saw #734 steaming toward us in all its glory surrounded by the snowy countryside. It was pulling a series of hoppers and boxes with a bright red WM caboose.

I grabbed the digital still camera as well as the video and got some decent shots of #734 and her consist at the Frostburg station. The engine crew from our trip was at the throttle. GP30 #501 and a consist of passenger cars were tethered nearby and the railfan group that they carried headed toward the cafe for lunch. My co-worker was equally impressed with the site of a real steam engine in the snowy countryside. I even had to get his picture with it to send back to his kids.

Dumb Luck had found its mark....I guess I could have planned better and check with Bruce to see when the WMS was running its winter railfan photo freights....but this was a bit more exciting.

*Steve Hankel*

# **Amtrak**

*By Tim Gillespie*

Aside from the railroad industry, every other mode of transportation enjoys the benefit of receiving a significant amount of financing from government programs designed by each industry. Highway, aviation, and transit interests have succeeded in obtaining government support for their infrastructure because they worked hard toward the establishment of guaranteed funding programs.

The federal government provides a small (and diminishing) proportion of transportation funding to rail, most of which is for Amtrak. In 2003, \$32 billion went to highways (doubled in 20 years, accounting for inflation), \$14 billion to aviation (more than doubled in 20 years), and barely \$1 billion for Amtrak (cut more than a third in 20 years).

Whenever Congress debates the merits of Amtrak, a disproportionate amount of time is spent debating the value of long distance trains. Very little time is spent on the most significant issue: the cost of infrastructure and the shortfall of capital. This becomes evident when you delve into the numbers, and it's not rocket science. Of the \$1.2 billion Amtrak sought for FY 2003, \$840 million was for basic capital investment, \$160 million for required payments into the Railroad Retirement Account for retirees that have never worked for Amtrak, and \$200 million for operating subsidies. Some think elimination of long distance trains would solve Amtrak's financial problems, but it would take five years to realize any significant savings from doing this, and the amount saved would not be enough to cover Amtrak's anticipated debt service or even 5% of the identified capital backlog in the Northeast Corridor.

The problem Amtrak faces is that the federal transportation appropriations process has very little room to accommodate any growth in funding. The most significant portion of Amtrak's annual budget request has been the backlog in capital needs that have not been addressed. After the Transportation Appropriations committees meet the legal requirements

for highways, transit, and aviation (all of whose funding is guaranteed by law) most of the resources are off the table, and Amtrak is left to fight for the remaining crumbs. With an aging infrastructure and growing concerns about security, the need for

Amtrak/railroad capital funding is only getting worse. If the problem continues, it will be unmanageable in the future. Finding funding to operate a national system would not be as much of an annual agony if Amtrak's infrastructure costs were funded outside the traditional appropriations process. The problem goes far beyond Amtrak, though. Our industry needs to find a funding mechanism that will enhance the nation's railroad infrastructure passenger and freight because even profitable freight railroads are not in a position to fully cover their cost of capital. Without adequate investment in our railroad infrastructure, we are risking the loss of a valuable asset.

Early last year, the Railway Supply Institute proposed legislation that would create a federal funding mechanism outside of the appropriations process to fund rail infrastructure capital needs (both passenger and freight) through tax-credit bonds (RA, June 2003, p. 36). This idea was picked up by several members of the U.S. Senate, and several bills have been introduced. Sen. Kay Bailey Hutchison (R-Tex.) introduced one version, S. 1505, that provides \$60 billion in tax-credit bonds. Recently, Sens. Ernest Hollings (D-S.C.), Tom Carper (D-Del.), Arlen Specter (R-Pa.), Susan Collins (R-Me.), James Jeffords (I-Vt.), Frank Lautenberg (D-N.J.), and Joe Biden (D-Del.) introduced S. 1961, which would provide \$30 billion in tax-credit bonds. Both bills are consistent with the funding principles supported by the RSI and will be on the congressional agenda when Congress returns this month.

Under these proposals, a private, non-profit, federally chartered corporation called RIFCO (Rail Infrastructure Finance Corp.) would be established and authorized to issue tax-credit bonds for capital investment in rail-related infrastructure. Eligible projects would include the development of high speed rail corridors, passenger services including infrastructure

and equipment, increased capacity on the nation's rail freight network, short line and regional railroad infrastructure improvements to serve rural and smaller communities and accommodate 286,000-pound freight cars, and relocation and/or consolidation of rail lines and facilities in urban areas.

It's our hope that S. 1961 or similar legislation will become part of the reauthorization of TEA-21. If the railroad industry is to survive and flourish, it needs to be on the same financial footing as every other mode of transportation that gets financial assistance from the federal government for its infrastructure needs. Unless the industry unites behind RIFCO or some similar concept for funding infrastructure, years from now we will look back and wonder what happened and wonder why we all couldn't support a more balanced transportation funding policy.

*Tim Gillespie is chairman of RSI's Passenger Transportation Committee and legislative representative for ALSTOM Transportation, Inc.*

## **BNSF to do more** **"Transcon" double-tracking**

Burlington Northern Santa Fe, sometime in 2005, will close two of three remaining single-track gaps in the West, on its former Santa Fe "Transcon" main line between Chicago and Los Angeles. The three gaps, all in eastern and central New Mexico, are the Pecos River Bridge at Fort Sumner; 10 miles between Vaughn and Carnero; and 5 miles through Abo Canyon east of Belen. The latter two spots are planned to be double-tracked by 2006, said TRAINS sources.

All three gaps are on the Belen Cutoff, built by the Santa Fe in the early 1900's to bypass the original line over Raton and Glorieta Passes in northern New Mexico. The cutoff connects with the original line at Ellinor, Kans. (15 miles west of Emporia), and Dalies, N. Mex. (10 miles west of Belen), crossing the Texas Panhandle via Amarillo. Santa Fe's goal was to reduce

operating costs for through freight trains. A few passenger trains took this line as well, while the original line remained the primary passenger route.

"Abo Canyon had always been a natural bottleneck for us," said former Santa Fe public relations director Mike Martin, "and I'm sure it has continued to be so for the BNSF." A contractor reportedly made a Hi-Rail survey of the canyon last week.

The gap at Carnero remains because it crosses a very large, long fill over the Union Pacific at Vaughn, crossing above the former Southern Pacific Golden State Route linking El Paso, Texas, and Tucumcari, N.Mex. Not included in BNSF's apparent current plans is a second track for the 1500-foot Pecos River Bridge 40 miles to the east near Fort Sumner, N.Mex.

BNSF spokesman Pat Hiatte said the company has not announced either project, and declined further comment. Presently, volume on the line varies from 70 to 90 trains per day. "The end-game would be to double-track all the way from Chicago to the Pacific Coast," said Martin. "It's all a question of capacity."

Assuming the above New Mexico projects are completed, and assuming directional one-way operation in Kansas on two routes between Mulvane (south of Wichita) and Ellinor, via Wichita/Newton or Augusta/Matfield Green, the only other single-track BNSF bottlenecks left between Chicago and Los Angeles would be between Wellington, Kans., a division point, and Avard, Okla., where the former Frisco line to Tulsa diverges, plus the Missouri River bridge at Sibley, Mo., east of Kansas City.

*Via TRAINS On-Line*



## **Avalanches hit BNSF train in Montana**

### *Amtrak's Empire Builder annulled*

ESSEX, Mont. – Two avalanches crashed into a 119-car Burlington Northern Santa Fe freight train just west of Essex in northwestern Montana yesterday afternoon, pushing 15 empty grain cars off the tracks and closing the line until at least Friday. Amtrak, which uses the route with its trains 7 and 8, the Empire Builder between Chicago and Seattle/Portland, will be operating the trains only between Minneapolis-St. Paul and Chicago as trains 807 and 808 until the line is reopened. Except for buses between Portland and Spokane and Seattle and Spokane, no alternate transportation is being offered. Additionally, dangerously cold weather across North Dakota and Montana had resulted in severe delays to the Empire Builder's timekeeping, and the train is annulled west of the Twin Cities at least through Friday, Jan. 30.

The BNSF freight, operating on the former Great Northern high line and bound from Pasco, Wash., to Great Falls, Mont. was first hit by an avalanche 40 cars back from the locomotives, knocking 7 cars off the track, and then 15 minutes later, a second avalanche toward the rear of the train took out 8 more cars, according to BNSF spokesman Gus Melonas. No one was injured. Railroad crews have cleared the first avalanche area to hit the train; but the second, on the west end, has not been touched owing to slippage concerns and worker safety. All freight traffic has been detoured onto other routes. Up to 60 inches of snow has fallen in the area

*Via TRAINS On-Line 1-29-04*

*Editor: Living and running trains in flat Illinois does have its advantages!*

## **Wheel Report**

Walt Baselt reported IHB 4019 (GP40) and SW15's 1507 and 1508 arrived in Champaign on January 7 on their way north.

Danville derailments in January - CSX put 2 cars on the ground on the West leg of the Y at Wyton and on the following day they put an engine on the ground at North Yard, tearing up access from the north end. NS now has to shove cars up the hill and into North Yard to make the interchange. This yard has always lacked maintenance and derailments have been the common place over the last 15 years. Crews said that CSX is going to send the repair crews out with 2 old spikes and a bucket of ballast instead of just 1 brand new spike and a bucket of ballast! Allen C.

CSX to lease RailPower Green Goats - RailPower Technologies and CSX jointly announced on January 21 a 90-day lease trial for three Green Goat hybrid yard locomotives. CSX has the option to extend the lease of the units, which have yet to be built, for an additional 90 days. The railroad has not yet decided where they will be based during their trial.

February 3 - The City of New Orleans got to Champaign this morning and then performed an interesting maneuver after leaving the station. When he arrived in town he started a radio conversation with the yard office because he was low on fuel. They arranged for the train to pull into the yard and pull up to the fuel rack for a fill. They had arranged this earlier because a couple of workers were ready to help him and they performed the task quite well. This added about 20-25 minutes to his already tardy performance. The yard dispatcher wanted Amtrak to uncouple and pull the loco (167) into the pad, but the engineer wanted to stay coupled so he could continue to provide electricity to heat the train. This was a very interesting scene and quite a surprise. *Via Bruce Stickers*

*Remember - Dues Due*

## Locomotion for January 2004

Welcome to the first installment of Locomotion for 2004. I hope you all had a festive and happy Holiday Season. This was originally supposed to be the last one of the year for 2003, but being that life does not answer in the order in which it was received, this little venture was delayed. But the information is still good. So away we go....

Several other CN family locomotives that were pulled from storage in 2003, GTW 4996 stored 4/21/03 to 6/25/03; GTW 5844 stored 6/16/02 to 1/21/03 frame# 766073-1 b/d 6/77; GTW 5845 stored 7/18/02 to 1/10/03; WC 3021 stored 6/12/03 to 10/07/03.

All of the WC GP40's have been returned to active service. Rumors of their sale to KCS appear to be just that, rumors. CN disposed of the following units; WC SD45's 6600, 6618, 6654 to NRE 5 July 03, 6599, 6630, CN SD40 5223 to NRE 5 July 03 GTW 5942 renumbered from KCS 6625 6/28/02.

The following IC units have been equipped with alerters and set up to WC standards; 6253, 6255, 6261, 3101, 3102, 3140. The speedometers have been changed to a Pulse model. The head end telemetry receivers are a different style than used by the CN and former GTW and IC. They are a version of the Pulse TrainLink used by UP. While they all have the same features, they are a different size and different connection system to lock them in place on the control stand.

Despite the fact that remote control has thus far failed miserably in two attempts to implement its use in Champaign, CN continues to contract with NRE Dixmoor to install the equipment on GTW GP38-2's. Add the 5815, 5817, 5820, 5824, 5827, 5830 and 5831 to the list. Thus far, only true GTW units have been receiving the treatment, none of the former P&LE (5840 series) units or former MoPac units (4900 series) have been given remote control equipment. And to date, no IC units have received such equipment. The 5817 returned from NRE Dixmoor on 12/10/03 with its RCE. The 5830 arrived back with its

RCE on 10/30/03

I took a stroll through the bone yard at Woodcrest in October 2003. The following units were stored;

CN 5021, 5028, 5074, 4106 looking like they are unserviceable. CN 9472, 9453, 9492, 9518, 9569, 9601, 9604, 9623, 9674 and 9477 are all missing all of their traction motors, so it is not likely they will not see revenue service on CN again. The 9604 is missing handrails as if it was sideswiped. GTW 5927 is on shop trucks and has been this way for better part of the year. WC 4151 is still in CNW paint, although horribly faded is still up for sale. Its appearance makes it look like its revenue producing days are also over. WC 2401 has frame# 5598-16. It has since departed the property for Ohio en route to LTE. A historical society in Ft Worth, TX attempted to convince CN to donate it to them as this unit was originally a CB&Q unit that saw service in the Lone Star State. CN would not as there is no CN trackage in Texas. The WC 1233 is also looking ragged and unserviceable.

WC 1558 is awaiting main generator and wheel work and the WC 1563 needs some sort of prime mover work. IC 3101 and 6119 are both at Woodcrest A Building for major work. I believe they will both be getting their prime movers replaced. CN 4807 is at A Building undergoing major engine work as is the GTW 4617. CN slug HBU-4 509 is in fresh paint, has the number A3575 with a 10/78 b/d on the builder plate (which has been painted over).

The three ex-BNE9A's 9919 (in primer), the 9922 and 9923 remain stored as well. No work has been performed on the 9919 for at least a year.

CN 7211, slug 200 and 7001 are mated up and being used in yard service at Markham. The 7211 and 200 were being used in RC service at Champaign, although this venture was highly unsuccessful. Word is they will try it there again in March.

The 7000 series GP9 rebuilds differ from the 4000 series. While they both have 1800 horsepower upgrades and new cabs, the 7000 series are slug mother where the 4000 series are not. The 7000's are set up for long hood forward operation although wired for the slug to be mated at either end.

Generally, the slug is coupled to the short hood end. They are designated GS418 as opposed to the GR418 of the 4000 series. The R designates them as road power whereas the S designates the 7000 series as yard or switcher service power. The 7000's also lack snowplows and head end telemetry equipment. Many of the 7000 series units are also equipped with remote control equipment while the 4000 series are not.

Some old former IC units rolled onto the property in December. Midsouth Rail 1043 and 1060 arrived in Chicago dead in tow. I hauled them from Glenn Yard back to Markham on 5 Dec 03. A Foreman at Woodcrest told me these units are en route to Calgary, Alberta.

*From Northwest Indiana, Joseph Santucci*



### *Where are we?*

I may have run this photo a few years back and if so you should remember the location. This is Danville, near a former members place of business and on a coal line to Chicago? Some of us (now we admit to being older) when crossing towers were in place in Danville to control the gates at the crossings. Are you one of them?