

FIRST CLASS MAIL

"THE DANVILLE FLYER"

DANVILLE IL 61834-1013

P.O. BOX 1013

NATIONAL RAILWAY HISTORICAL SOCIETY

## DANVILLE JUNCTION CHAPTER



IT Car #23 rounds the curve at the depot in Monticello, Illinois sometime in the 50's. Date and photographer unknown (obtained from the Internet). The buildings behind the car are still present today, but the depot is long gone.

# 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.

## OFFICERS FOR 1999 - Our 31th Year

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## Coming Events

### *February 21, 1999*

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

### *March 14, 1999*

MARCH MEETING FOR CHAPTER. MOVED DUE TO CONFLICT WITH URBANA SHOW.

### *March 20 & 21, 1999*

Urbana, Illinois - Annual Model Train Show and Swap meet at Lincoln Square Mall, downtown Urbana. 10 AM - 6 PM on Saturday, 11 AM - 5 PM on Sunday, admission free.

### *April 17, 1999*

Chicago and Eastern Illinois Historical Society meeting, Danville - tours of area,

swap meet, meeting and slide shows. Contact Bob McQuown.

### *April 24 & 25, 1999*

Monticello, IL - Photographers Specials, Wabash F7 1189 with freight train and CNRFPA 6789 with passenger runs. Early to late.

### *July 28 - August 1, 1999*

Chicago Area Garden Railroad Society, Garden Railway Convention

## *1999 DUES ARE DUE NOW*



## Next Meeting

The next meeting will be Sunday, February 21, 1998, at the Pizza Inn Restaurant, Gilbert Street (Illinois Rt. 1) and Williams Street.

**MEETING** - This month we will discuss a change in the March meeting date. If you note in the Coming Events, the Urbana Train Show at Lincoln Square Mall is the third weekend this year. With most of the chapter members and officers attending the show, as visitors and workers, probably no one will be at the meeting (all officers will be at Urbana). Therefore, we will probably move the date up one week to the 14th of March since delaying the meeting one-week will hit on Palm Sunday.

Also up for discussion is work on the depot this spring. Once March arrives we should be able to begin work on both the inside and outside of the building. There

is touch up painting and tuckpointing on the outside. The inside needs cleaning, some displays need to be rearranged and walls need to be painted. The model group had planned to work on detailing this winter, but the big snows in January and cold weather put that work on hold.

**CABOOSE** - This month we will discuss restoration of the Wabash caboose, #2824, located at the Monticello Railway Museum. The caboose is in need of painting, both inside and out. We need to make arrangements with the museum to park the caboose this spring and give us time to get the work completed. Staff members of the museum have offered to paint the exterior, with our assistance of course, providing we pay for the materials. The inside has seen a lot of wear over the past few years and is in need of repainting. We have some locations where water is entering the caboose and this must be repaired. In April the museum is planning a photographers special train setup. If they plan to use our caboose, instead of the Wabash Historical Society's caboose, we need to get the work done early.

**PROGRAM** - Conrail will soon disappear into NS and CSX but the "Big Blue" will live on in our slides. The February program will feature Conrail Bring your best 20 to 30 slides to show. Old or new - no PC unless marked "CR" in black.

## **KB&S Alco plunges into creekbed**

Two crewmen were injured, although not seriously, January 14, when a Kankakee, Beaverville & Southern freight on the Iroquois Junction-Danville run derailed near Rossville in eastern Illinois. The lead locomotive rolled down an embankment and into a creekbed, landing almost upside down; the second locomotive derailed but stayed upright.

Ice buildup at a grade crossing was the cause. The county snow plow had pushed a windrow up at the crossing and the lead locomotive rode up on the ice under snow, thus derailing the lead truck.

## **Donations**

Last month we listed members that donated additional funds to the chapter and the museum to keep it going. As we stated, we really appreciate the donation. This month we list the following:

Greg Grady  
Al Hintz  
Lee Rudolph  
Randy Rippy  
James Slover  
Richard Ward

Having members like this is a big plus for this organization. As editor I sometimes wonder if anyone reads the newsletter and really cares about the chapter. From names we have listed the answer is everyone reads and enjoys as well as supports the chapter. It is people like you that keep me going "when the going gets tough". As you may not be aware, most chapter publications change editors often. It is a lot of work, but with the help I get with articles and publishing, and with the great members we have, we will keep the quality newsletter coming your way for years to come (at least until I retire).

*Rick*

The engineer and conductor were trapped in the unit when it derailed at the small trestle and turned over into the creek. Both were in the cab for a few hours before rescue personnel could get them out. There were no serious injuries but both were bruised and shaken up. One of the first on the scene was member Jess Bennett, also a KB&S engineer. Jess was able to assist the crew while rescue personnel got them out of the cold water and diesel fuel.

Making what otherwise might be an "ordinary" accident newsworthy, at least to locomotive fans, was that KB&S is one of the few remaining operators of Alco diesels, and the damaged unit is RS11 309, a former Green Bay & Western unit. The

second unit derailed but stayed upright as did the third unit. A brakeman riding the trailing units jumped. He landed in the deep snow and could not move. Fortunately the locomotive and cars that derailed went past him as he could not move to get away from the track.

## **CSX Derailment Danville, IL**

Around 11:00 am on Sunday, January 31, CSX train Q127-31 derailed cars just north of the NS diamond at North Yard, and proceeded across the diamond for about 7 cars before the train stopped. Member Allen Cooke said there was a very broken rail on the west rail right even with where the North Yard office used to be. The derailed cars and trailers/containers all stayed on the west side of the main. The NS mains are blocked by one container and a couple sets of trucks. (NS parked westbound trains in the Lafayette area.)

Some of the derailed cars are leaning at odd angles above the Fairchild St. subway, and the police are on-site since merchandise is laying on the ground where trailers split open. The cars still on the rail south of the derailment were pulled south by the engines enough to clear Bowman Ave. To the north, Voorhees St. is still blocked by the rest of 127's train, and they are sending a yard crew up to a train tied up on #2 main to back it up north of town and then come down on 127's train and pull it back off the crossing.

No damage to the switches at North Yard, and since the derailment went to the west, no signal equipment was damaged, other than one flasher mast at Fairchild St. above the subway. This crossing will be the only one out of service for any length of time once Voorhees is cleared. Hulcher was called to clear the wreck.

*Allen Cooke & Doug Nipper*

## **Blizzard severely disrupts Midwestern railroads**

Nature rang in 1999 with a January 2 blizzard that severely disrupted all forms of transportation from Kansas to Ohio as the holiday period concluded. The storm especially affected railroads around Chicago, which received its heaviest snow in more than 30 years, with between 1- and 2 feet whipped into drifts of 6- to 10 feet. Disruption of rail service by blizzards is nothing new, of course, as Union Pacific reminded us in citing January 1 as the 50th anniversary of the 1949 storm in Nebraska and Wyoming that shut down UP's Overland Route main line for seven weeks, the longest closure in the railroad's history. Chicago railroads were not completely shut down by the "New Year's 1999" storm and figured to be back to normal service by the next weekend.

Frozen switches, deep snow, and crew shortages affected Amtrak, the Metra commuter system, and virtually every freight railroad. Amtrak was hit particularly hard in Michigan, where even by January 6 it was operating only one of three schedules in each direction on the Chicago-Detroit/Pontiac route, and the Toronto-Chicago "International" was not operating west of Sarnia, Ontario. Chicago short-haul routes to Milwaukee, Quincy, Carbondale, and Indianapolis suffered few if any annulments, but trains ran late. Chicago-St. Louis-Kansas City did suffer some cancellations.

Long-distance routes were affected too, with trains running very late and the January 5 departure of the Chicago-Pittsburgh-New York "Three Rivers" being annulled. The "Empire Builder" on two consecutive days terminated at Spokane, Wash., westbound, with buses beyond, to preserve equipment cycling. Problems with mail car couplings plagued the "Southwest Chief," which temporarily quit handling RoadRailer vans.

Metra suffered a horrible first 1999 workday on January 4 as three people died in grade-crossing accidents that snarled train traffic on two of Metra's busiest routes. It

was the deadliest day on Metra routes since June 9, 1997, when three people were killed in two accidents at grade crossings on Burlington Northern Santa Fe's Aurora line.

Two of the January 4 fatalities occurred at Downers Grove crossings on the BNSF, Metra's busiest line. A third victim was struck in Lombard by a Union Pacific West train. The incidents caused long delays on both lines.

At the height of the storm in Michigan, Conrail, CSX, and Norfolk Southern all shut down. Freight-railroad plow trains known to have operated included one by Conrail through Streator, Ill., on the Hennepin Branch, and a 14,500 h.p. set of four mixed GE and GM C-C road engines operating "light" back and forth north of Lafayette, Ind., to try to keep the ex-Monon Railroad line clear. In this area, parallel Interstate 65 was shut down for over a day.

Belt Railway of Chicago's giant Clearing Yard, which serves trains of all Chicago trunk-line railroads, barely kept in operation, with trains of several carriers lined up, tied down without crews, on several routes feeding Clearing. Typical of the domino affect was the situation on Wisconsin Central, which on January 4 just quit calling Chicago-bound trains out of Fond du Lac, Wis. In Illinois, BNSF had single-track operation on many portions of its two double-track main lines, between Aurora and Galesburg on the BN side and Joliet and Galesburg on the Santa Fe side, because the second main was full of tied-up Chicago-bound trains between many of the sets of crossover switches.-

By the time the Midwestern blizzard weather system reached the Northeast, it had turned mainly to rain and fog, but it was potent enough to close Boston's Logan Airport for much of Sunday, January 3 and make driving on I-95 treacherous.

Already expecting a heavy travel weekend [see earlier general item toward the end of "News Wire"], Amtrak's Northeast Corridor reported record volume for a Saturday the 2nd as many travelers left a day earlier than what has always been one of the NEC's busiest days of the year. That took some of the pressure off Sunday,

when Amtrak was deluged at BWI Rail Station (near the Baltimore airport), Newark, and Boston with would-be air travelers who shifted to Amtrak when their flights were canceled. More than 130 passengers boarded one midday NortheastDirect train at BWI headed for Boston. There was a significant standee problem on a half dozen Sunday trains north of New York. Though some AEM7 locomotive traction motors suffered moisture problems that precipitated delays, Amtrak sources reported that no Northeast Corridor trains were canceled over the busy travel weekend.

*TRAINS On-Line - J. David Ingles and Bob Johnston (NEC), posted 1/7/99 (Editor - My neighbor is an engineer for Amtrak from Galesburg to Lincoln, NE. He did not make it home for 10 days, spending time either in Galesburg or Lincoln, or one night inbetween.)*

## **Dana McCutcheon Dawes** **1911 - 1998**

NRHS member and friend Dana Dawes passed away on Christmas Day, 1998. Dana, from Marango, Illinois, had been a member of the National Railway Historical Society for many years and held both local and national offices. For many years he served as our Regional Vice President, attending one of our meetings several years ago. Dana always attended the national convention and was in attendance this past summer in Syracuse with his grandson Chip.

Our company had a right of way project in Garden Prairie, Illinois, west of Dana's home town. As usual, I noted my activities in the newsletter. One weekend Dana called and said he would like to meet me for dinner one evening. That week he drove over to Rockford, picked me up at the hotel, and we both had an enjoyable evening talking about trains in the area and in general. Our survey involved former right of way of a traction east of Belevdier, IL. Dana brought a book about

## **Norfolk Southern and CSX Announce Readiness for June 1 Conrail Transaction Closing Date**

NORFOLK and RICHMOND, VA—Norfolk Southern Corporation and CSX Corporation jointly announced today that they will close the Conrail transaction on June 1, 1999, and begin operating their respective portions of Conrail's routes and assets.

With the necessary customer service planning, capital improvement projects, employee training and labor implementing agreements now largely complete, and with computer systems integration testing under way, the June 1 date provides ample time for ensuring that post-Closing operations are seamless for rail customers and safe for employees and the communities that the railroads serve.

"Our heightened readiness will give customers, stockholders, employees and communities a high degree of confidence that our expanded system will meet their expectations for safe, reliable rail service," said David R. Goode, Norfolk Southern chairman, president and chief executive officer. "We will avoid problems of the kind that could cause inconvenience to the public and thereby compromise expected operating and financial synergies. We want to get things right - from the start."

John W. Snow, CSX chairman and chief executive officer, said, "We have been consistent in our definition of a successful integration, and we have gone to extraordinary lengths over the past 15 months to assure success. Any other approach would have been shortsighted. We are now within a few months of beginning the new era of railroading in the East, and we look forward to the high prospects it brings our customers, shareholders, employees and the public."

After Closing, Norfolk Southern will operate about 7,200 miles of Conrail routes, creating a 21,600-mile rail system serving 22 states in the East, as well as in the District of Columbia and the Province of Ontario, Canada. CSX will operate approximately 4,000 miles of Conrail routes, resulting in a 22,300-mile rail system serving 23 states east of the Mississippi, the District of Columbia and Montreal and Ontario, Canada.

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

the traction company for me to read. It meant a lot more on survey walking, knowing the history I had read.

Dana is survived by his children and grandchildren. The NRHS has lost a true friend.

## **Class 1 railroads now reporting per- formance data**

Freight railroads on January 13 became the nation's first industry to publish weekly performance measures. The practice had its genesis, in a way, with Union Pacific's well-documented service problems after the Southern Pacific merger,

and the Surface Transportation Board required UP to file periodic service status reports. UP will modify some of its calculations and formatting to conform with the approach taken by the other railroads.

The new report, called "Railroad Performance Measures," was generated by suggestions from rail shippers. The four measurements include a weekly average of cars on line, average train speed, average terminal dwell time, and timeliness of bills of lading.

"Railroad customers told us they wanted more information and they wanted it updated frequently," said Edward Hamberger, president and chief executive officer of the Association of American Railroads (AAR). "During a series of regional meetings with our customers dur-

ing the last half of 1998, we promised to provide that information. We will make this data available every week as part of our commitment to improve communications between ourselves and our customers. Rail customers will have easy, convenient access to the data from the Internet site of their primary carrier.

"Rail customers will be able to use that data to determine what is happening on each railroad," said Hamberger. "However, it would be inappropriate and inaccurate to use the raw data for comparing one railroad's performance to another. Operating differences among railroads, traffic mix, weather, and terrain affect average train speed, number of cars on-line, and terminal dwell time. In addition, these measurements are not uniformly calculated across the industry and are, therefore, inappropriate for comparison."

Supplying data will be Burlington Northern Santa Fe, Canadian National, Canadian Pacific, CSX Transportation, Illinois Central, Kansas City Southern, Norfolk Southern, and Union Pacific. Together, they account for more than 90 percent of all freight rail traffic in the U.S. and Canada.

*TRAINS On-Line, posted 1/20/99*

## **Amtrak's new Champaign/Urbana station**

Amtrak moves into the new Champaign-Urbana, Illinois transportation center on Friday (January 29). This facility has been under construction for over a year and under discussion for several more years and serves Amtrak, the Champaign-Urbana MTD local buses. Greyhound and Illini-Swallow will soon move in as well, making this a true multimodal facility.

As a result, today was the last day of service for the Amtrak ticket office and waiting room facilities in the old IC passenger station in Champaign. For the first time in nearly 75 years, the ex-IC station will no longer host passenger trains or even any kind of railroad offices. The IC Champaign passenger station building once served as headquarters for the far-

flung Illinois Division and at its peak hosted five train dispatchers (and a chief), engineering offices, and dozens of clerks, in addition to the dining car department-operated restaurant in the south end of the building.

But thankfully, the 1924-vintage IC station is in good hands and good condition and won't suffer the fate of many other stations in the area, such as the late, great GM&O headquarters and passenger station in Bloomington. Out of railroad hands since about 1990, the IC Champaign station hosts a popular restaurant/bar, a barber shop, and several businesses use the former divisional offices upstairs.

I went down to photograph and view the last train serving the facility tonight. Amtrak No. 59, the southbound "City of New Orleans" had the honors, arriving a bit early at 10:21 p.m. with the Amtrak 839, 835, 804, a single-level baggage car and 10 Superliners. Final departure was right on time at 10:37 p.m.

Beginning tomorrow, Amtrak will use the new facility, which means they'll make their station stop just a few hundred feet farther south. The new platform is an extension of the old baggage platform on the west side of the tracks; the old "subway" and island platform is being retired — and it's not even an island platform ever since the northbound main line was removed in 1990.

I'll miss the old passenger station, but the new facility is pretty nice and is the sort of integrated transportation facility that more cities this size need.

*From Jon Roma*

*(Editor: We all will miss the old station. Like John says, it has been saved and is used by other business. Though I have not been in the building yet several members of the chapter have and said it is quite an improvement. I will be taking the train around the end of the month to New Orleans. Will get to see how the new setup works. If only St. Louis was as modern as Champaign/Urbana.)*

## **New Amtrak Cascades Trains Tested For High Speed New Passenger Trains To Debut December 1**

**PUEBLO, COLO.** — Three days of performance testing begins today on new Amtrak Cascades passenger train equipment at the Transportation Technology Center in Pueblo, Colo. The tests are in preparation for the launch of Amtrak Cascades service scheduled for December 1 in the Pacific Northwest and British Columbia. The European-style custom-built trainsets, purchased by Washington state and Amtrak, will be tested at speeds up to 115 mph and observed for speed acceleration, ride quality and stopping distance. When the trainsets begin the new service, travel speed will not exceed 79 mph (125 kph) along the 466-mile Pacific Northwest Rail Corridor (PNWRC) from Vancouver, BC to Eugene, Ore. Amtrak Cascades feature advanced tilt technology by Talgo, Inc., that allows the equipment to approach curves without reducing speed.

The trains are powered by new General Motors Electro-Motive Division F59PHI locomotives. When planned track and signal improvements are completed during the coming years, the trains will travel at speeds exceeding 110 mph (in rural areas) and will reduce the travel time between Seattle and Portland from three and a half hours to two and a half hours. The U.S. Federal Railroad Administration has designated the PNWRC one of five high-speed rail corridors in the country.

In addition to the train's quick acceleration, tilt-technology and high speed capability, the Amtrak Cascades feature a futuristic design. Seven-foot tall tail fins and custom colors, including evergreen and cappuccino hues, make the trainset unique in the passenger rail industry. The coach, bistro, lounge and utility cars were as-

sembled in the U.S. by Pacifica Marine, an International Association of Machinists and Aerospace Workers Company based in Seattle. The Pacific Northwest corridor is enjoying the renewed popularity of rail travel, with ridership increasing 10 percent during the third quarter of 1998 (July-September) compared with the same period last year. Pacific Northwest travelers took a total of 159,749 trips on Amtrak during this period, setting a new third quarter ridership record.

"Amtrak Cascades will offer a comfortable and convenient mode of travel featuring new on-board amenities," said Kurt Laird, general manager of Amtrak's PNWRC, one of the country's fastest growing passenger rail corridors. Services and features include such amenities as laptop outlets, footrests, fresh local foods, bike racks and recycling bins. Amtrak Cascades trains are the first European-style trains to operate in regular service in North America. The current operating schedule will not change when the new equipment begins service. The Transportation Technology Center, Inc. (TTCI), a subsidiary of the Associated of American Railroads, operates the world's leading railroad technology development and test facility with 48 miles of track. TTCI also provides safety consulting, emergency response training and technology design and development.

For more information about the Amtrak Cascades, contact an authorized travel agency, call Amtrak at 1-800-USA-RAIL or visit Amtrak's world wide web site at [www.amtrak.com](http://www.amtrak.com).

*Amtrak press release*

## **Two crewmen killed in three-train Conrail crash in Ohio fog**

Two crewmen were killed January 17 in a Conrail accident east of Bryan, Ohio, when a westbound mail train struck the rear end of another westbound intermodal train, moving slowly ahead of it, and simultaneously piled into an eastbound empty coiled-steel freight passing on the parallel

track. The incident occurred about 2 a.m. in heavy fog, in which visibility was extremely limited. Bryan is 50 miles west of Toledo on Conrail's busy double-track Chicago Line linking the Windy City with eastern points.

The victims, who were on the mail train, were identified as R.H. Bell 57, of Oregon, Ohio, a Toledo suburb, and R.A. Corell, 52, of Angola, Ind. They were thrown from the locomotive and died of head injuries, according to an Associated Press report citing Williams County Coroner John Moats. The victims' train, Mail 9-16, was bound from Morrisville, Pa., near Trenton, N.J., to Chicago; the train ahead, intermodal TV-7-15, was a Boston-Chicago train; and the eastbound coiled-steel train, MGL-16-16, was bound between steel plants in Portage, Ind., near Gary, and River Rouge, Mich., near Detroit.

According to the Conrail Technical Society website (<http://www.rrhistorical-2.com/crts/>), the wreck chronology appears to be this: At 1:58 a.m., TV-7, with SD80MAC's 4129 and 4115, was stopped on Track 1 at the CP-340 crossover, a dispatcher-controlled point 340 miles west of Buffalo, N.Y., between Stryker and Bryan. Eastbound empty unit coiled-steel train MGL-16, with GP15-1's 1697 and 1668, crossed over from Track 1 to Track 2 in front of TV-7. After MGL-16 cleared, the dispatcher gave TV-7 the signal to depart, and the train was beginning to accelerate westbound when Mail-9, with C40-8W 6096 and C40-8's 6049 and 6031, plowed into the rear of TV-7, derailing the three rear cars on TV-7. The force of the impact imbedded lead unit 6096 into the rear car of TV-7, propelled second unit 6049 over, and third unit 6031 into, the low profile of the empty coiled-steel cars passing on the adjacent track. This derailed 19 cars on the MGL-16 and the head 10 cars on Mail-9.

During cleanup, Conrail rerouted some freight traffic on its Michigan Line, some on its Fort Wayne Line (the west end of which now is owned by NS), and some via CSX to the south. Amtrak detoured the westbound Lake Shore and Capitol Limiteds from Toledo to Fostoria to

*Continued on page 7*

## **Amtrak Invests \$25 Million in High Speed Rail Service for the Midwest**

CHICAGO— Amtrak announced \$25 million in investments to help bring high-speed rail service to the Midwest as part of the corporation's partnership with nine states in the Midwest Regional Rail Initiative (MWRRI). Gov. Tommy Thompson, Amtrak's Board chairman, made the announcement today at a Chicago news conference.

The MWRRI's objectives of reducing travel times, increasing train frequencies, and improving customer amenities will not only benefit the customers of Amtrak's growing Midwestern corridors emanating from Chicago, but also the corporation's bottom line. A key component of Amtrak's business plan to create a more modern national passenger rail system and to achieve operational self-sufficiency is the development of high-speed rail corridors nationwide in partnership with states and private businesses. By the end of this year, Amtrak will introduce America's first high-speed rail service between Boston and Washington, D.C.

Joined by elected officials from the region, Gov. Thompson said, "This is only the beginning. Amtrak will continue to make critical investments here in the Midwest states to make this vision of a regional rail network a reality that will be a model for the rest of the nation."

Thompson was joined at the event by Amy Rosen, an Amtrak member who said, "Amtrak possesses unique skills of planning, building, and operating a high-speed rail service that will make train travel dramatically more competitive with other transportation modes. Amtrak is committed to leveraging its expertise to bring this high-speed service to the Midwest, while providing a substantial new business opportunity for Amtrak."

**"This is only the beginning."**

news conference. Board members will announce the service that will

Amtrak's capital investments in the Midwest will focus on three specific areas: new train equipment, improved infrastructure, and operational planning for high-speed rail. Examples include:

### ***New Trains***

Amtrak will invest \$5 million for a demonstration next year of modern, premium trains and technology. This demonstration will generate public interest and spur ridership in anticipation of the new regional rail system. In addition, it will allow Amtrak to obtain customer feedback and more thoroughly test new technology under Midwestern climate conditions.

### ***Improved Infrastructure***

Amtrak will commit \$5 million to establish a rail connection on the south side of Chicago which will permit Amtrak trains to avoid a circuitous back-up move over the Illinois Central's St. Charles Air Line. This connection will provide faster, more direct service for Amtrak trains and reduce their schedules by 20 minutes. The project is essential to bringing high-speed rail service into downtown Chicago.

As part of an effort to redevelop Kansas City Union Station to provide passenger facilities for Amtrak customers and permit the return of intercity rail passenger service to this grand facility, Amtrak will contribute \$2 million.

Amtrak's commitment to the Midwest also includes \$2 million to build an intermodal station in St. Louis and \$1 million for improvements to the station in Milwaukee. In all, Amtrak will invest \$14 million in various infrastructure projects throughout the Midwest.

## Operational Planning

Amtrak will allocate \$6 million for further research to prepare Chicago Union Station, the Chicago-Detroit corridor, and other projects for future high-speed rail service.

“While each of these investment projects represent real progress, they also clearly demonstrate Amtrak’s commitment to high-speed service in the Midwest,” said George Warrington, Amtrak’s president and chief executive officer. “Ridership increases of four percent on all Midwestern routes last year with some up as much as 17 percent are proof that Amtrak is already providing a better product for the region’s travelers.”

The MWRRRI is a coordinated effort between Amtrak, the Federal Railroad Administration and the states of Illinois, Michigan, Wisconsin, Minnesota, Iowa, Missouri, Ohio, Indiana and Nebraska.

Created in 1971 to take over the rail passenger operations of the railroads, Amtrak today serves more than 21 million customers annually on its national network of intercity trains and employs more than 24,000 people. Amtrak trains and connecting Thruway Motorcoaches serve more than 500 communities in 45 states. An additional 54 million customers use commuter services operated by Amtrak under contract to regional transportation authorities.

*Amtrak News Release*

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*Continued from page 6*

Chicago on CSX, turned the westbound Pennsylvanian back at Pittsburgh, and planned to operate the eastbound Lake Shore and Capitol via the Michigan Line, missing stops between Hammond, Ind., and Toledo. Conrail was reported to have reopened one main track at the wreck site at 6:45 a.m., January 18.

To complicate matters slightly, eastbound Conrail intermodal TV-12X-17, detouring around to the wreck at Bryan, suffered a slight derailment in Detroit, spilling two double-stack platforms after striking the Fort Street overpass on the Junction Yard Secondary, a 4-mile connector linking the Michigan and Detroit lines (Detroit-Toledo) through suburban Dearborn. The line avoids Livernois Yard, where an alternate route to this small mishap was available for other detours.

*TRAINS On Line, posted 1/18/99*



## Wheel Report

**Super Steel** in Schenectady, NY has outshopped the first pair of new SD70 locomotives for IC. Units 1020 and 1021 were picked up by Guilford on Thursday, and interchanged to Conrail, presumably for the trip to Chicago for final delivery. They were last reported arriving at Selkirk, NY at 15:30 yesterday (January 8, 1999). Keep on the lookout for these shiny new ones! I’ll try and keep updated tabs at my IC roster site, which can be found at <http://www.trainweb.com/icrr/icroster.html> Via Erik Coleman

*The Story of Waupaca and its Railroads* This is a book recently written by member Dave Leider. Dave models the area and has researched the various industries and business of the community. The book is printed 8.5 x 11" format, 48 pages, with about 60 black and white photos. It is a history of Waupaca (WI) and how the railroads influenced the town and vice-versa. Three railroads were in town, 2 steam and 1 electric. The Wisconsin Central stills goes through, on its mainline from Fond du Lac to Stevens Point. The Waupaca Historical Society as a fundraiser published the book. They are selling copies for \$14.50, postpaid.

The book may be ordered from the Waupaca Historical Society, P.O. Box 313, Waupaca, WI 54918.

Dave sent me a copy of the book and I have read about half to date and I highly recommend it, especially for Wisconsin Central fans and historians in Wisconsin.

**C&EIPHOTOS** - The March/April 1999 Issue of Vintage Rails has an article and some compelling photographs of the C&EI by J. Parker Lamb. The photos were made between 1959 and 1961 when Lamb was a student at the U of I. Especially interesting are some photos of the “Meadowlark” crossing the Vermilion River south of Danville. During this time period the “Meadowlark” went from an FP7 with four coaches to a single RDC (both of which appear in photos side by side).

Also of note in this issue (but not related to the Illinana area) is an article about industrial photographer Clyde Hale and his photos of Pittsburgh, PA and the steel industry during the late 40’s and early 50’s. I thought it particularly interesting in the changes witnessed in the photography business. In the late 40’s photographers specialized in the subject matter (e.g. the steel industry, or automotive, or aircraft industry) (O. Winston Link - Norfolk and Western). This was at a time of incredible development of various industries and the industries themselves valued photographers who knew their business. The article contrasts that philosophy with how most agencies now rely on stock libraries. It was quite a bit more expensive but the detail captured by these “knowledgeable” photographers turned out to be more than just “industrial photographs”. Via Steve Hankel

**TP&W PEORIA JOB** - The NYSW 3636 and NYSW 3618, an F45 and SD45, are the captive power for the Peoria to Galesburg job. Dependent on traffic levels, one to three GP20’s are added to the power set, although I have also shot these two with the other Susy Q unit, the 3040, a GP40. The trains run daily, usually out of the Peoria & Pekin Union Railways East Peoria yards between 10pm and 2 am. Note that the P&PU originates and terminates the TPW’s BNSF haulage traffic over the former Q’s Peoria branch. The power sets

run light from the TipUp engine facility into the P&PU and vice versa.

The crews many times die on the hours, as was the case this past Monday, and dog catch crews are called out of East Peoria. The trains seem to take a good hit at Galesburg...., I have a good friend that's a TipUp hogger, and he sat at Knoxville for four and a half hours recently!! The 3636 is usually the point unit one way or the other, lately she has been facing West, as was the case Sunday when I saw it trailing at the P&PU.

Monday it was facing East, the BNSF may have yarded the train on the advance, North of the depot towards Barstow and points North, or the TipUp may have spun it Sunday night. I was surprised to see it facing Eastward again. The trains run as #221 Westward and #220 Eastward. They have assigned BN local #'s, but I have never heard these used. There is no set pattern, but Sundays and Mondays seem best, when the trains are badly delayed at Galesburg. The power sets have also been known to make two round trips a day. The train to the BNSF at Ft. Madison is still running, but seems a lot more sporadic lately. These six axle units have been kept out of that pool, and I am pretty sure the BNSF doesn't want to see the 3636, after putting the quash on their own cowl units on point.

Another GP20 has been rebuilt...the 2064 has been running around. I would be real interested to hear the schedules and sightings from greater Eastern Illinois and Hoosierland. Has anyone caught a pure set of the new yellow GP20's? The TipUp wants shots for next year (2000) calendar. Contact me if you can help them and I will forward the contact.

*Via Steve Smedley*

**SCANNER LAWS** - There has been a lot of discussion recently about scanner laws in various states. If you have Internet access, a good web page reference is <http://www.afn.org/~afn09444/scanlaws/scanner1.html>

This page has a summary of every state scanner law, and if you click on the state name it will show you the complete text of the law. *Via Doug Nipper*

**TRAIN WARNING SIGNS** — NS has been installing signs at crossings along the Illinois Division to warn motorists that there will be an increase in train traffic. Over the last two to three years traffic has steadily increased. Once Conrail is acquired, June 1 if you didn't know, traffic will begin to increase more as carloads are shifted from the St. Louis line of Conrail to the line through Danville.

Elsewhere in this issue is the article about the CSX wreck at North Yard. For those of you that saw the Channel 3 news, the Vermilion County Emergency Director was quoted as saying that due to more traffic there would be more accidents and this was the reason for the recent rail accidents in the area (Tuscola, KBSR, CSX). Interesting, right?

## **Railcamp - 1999**

The Central PA Chapter newsletter SUSQUEHANNOCK reports that NRHS Senior VPR. L. Eastwood has announced that agreement has been reached between the National NRHS, the National Park service and the Univ. of Scranton, PA. For two potential sessions of Railcamp to be operated July 18 to July 24th. & July 25th to July 31st. Each session will be limited to 24 persons. The age requirement will be the same, extending from those entering the 9<sup>th</sup> grade to those who have just completed the 12th. Tuition is expected to remain the same at \$495.00 this is to insure that Railcamp remains within the financial reach of chapters wishing to sponsor a participant, or those paying their own way.

The Society will provide some support for Railcamp and the Steamtown institute. The coordinating entity within the Steamtown site and the Univ. of Scranton is pursuing outside support as well.

*On February 20 your editor will again assist in giving the Railroad Merit Badge at the Boy Scout meeting in Hoopston. Chris Filler from Champaign will give the model portion and I will teach the railroad portion. Hopefully we can interest some boy scouts in either our museum or the MRM museum. Also, this may lead to sending an individual to Steamtown in the future.*

## **October Sky**

Because I love trains and know you do, too, I just wanted to tell you that a Mikado (2-8-2) is featured in the excellent movie, *OCTOBER SKY*, opening 2/19. I have nothing to do with the production of the movie... just had the great experience of seeing it at an early screening. *OCTOBER SKY* is a moving, coming-of age story set in a West Virginia mining town in the '50's. The attention to period detail was incredible and the Mikado was the icing on the cake. When I saw this beauty, I just thought I'd get the word out to any fellow railfans I could find.

Doing some research, I learned the engineer featured briefly in the movie is O. Winston Link, a photo chronicler (and now over ninety years old!) of the final years of steam on the Norfolk and Western. If you don't have his books, "*Steam, Steel and Stars*" and "*The Last Steam Railroad in America*" you should check them out. They illustrate the same period and railroad seen in the film. I'd be real surprised if the people who made this movie didn't use these books as research. In the movie, the Mikado pulls a string of '50's (55-ton) style coal hoppers, (hard to count, but at least a dozen) all done up in N&W markings. Link's appearance is brief, but comes at a humorous and memorable moment in the film.

In my quest to learn as much about this train in the movie, I discovered the production spent over \$100,000 to use the Mikado for a mere four days of production-money which could've been spent elsewhere-but the link to the past wouldn't have been the same without this train. (The Mikado is the Southern 4501 belonging to the rail museum in Chattanooga, Tennessee, and was rented out for the movie.)

I have a friend who spoke to someone at the Rail Museum in Chattanooga. He told me that CSX insisted that a modern diesel accompany the 4501 whenever it was on their track, in case it broke down. Not only did the 4501 never break down, it ended up towing the diesel locomotive most of the time!

Mark your calendars! Watch for this great train in the great movie, *OCTOBER SKY*, when it comes out 2/19. You won't be disappointed! (Check out their great web page at: [www.octobersky.com](http://www.octobersky.com))

*From Sandy Santistevan, Los Angeles, California*

## Construction Projects

Just a note on the Lafayette project. Bids were received in January and a contractor selected. The project came in under the engineer's estimate at \$14.2 million. NS will kick in about \$9 million in track and work, which will be reimbursed by the city as they receive the funds. A railroad preconstruction conference will be held on February 18 with both railroads (NS and CSX) along with the contractor, railroad subcontractor, HNTB, the city and WVP. I will let you know the schedule of work once set. They hope to get rail in service by the fall of 2000 with track removal on the existing corridor by 2001.

Nothing else to report as winter has slowed many of the projects in the field. We have been kept busy in the office getting ready for the spring push.

*Rick*

## NS to open intermodal facility in Bethlehem, Pa.

Norfolk Southern plans to open a new 200-acre intermodal facility at Bethlehem, Pa., to help serve area customers as NS takes over Conrail operations in the area. In doing so, NS becomes the first customer of the Bethlehem Commerce Center, a project by Bethlehem Steel Corp. to revitalize 1600 acres of its South Side Bethlehem plant. The transfer facility will be operated by Bethlehem Steel's BethIntermodal subsidiary and located in the former East Lehigh section of the plant. The firm set up the BCC to help revitalize the site and return jobs to the community. NS expects the intermodal hub to create about 100

## Track problem eyed in Amtrak Texas derailment

A possible sun-kink in the rail on Union Pacific's Dallas-Fort Worth main line and poor communication may have contributed to the December 20 derailment of Amtrak's westbound Texas Eagle in Arlington, Texas, federal officials have said. A rough patch in the track at the site of the derailment was reported by the engineer of a UP freight, traveling at 56 mph, two hours before the Amtrak derailment.

The dispatcher then warned Amtrak's eastbound Texas Eagle of the rough spot, causing the train's engineer to slow down to 33 mph. The engineer of that train noticed a kink in the rail and apparently tried five or six times to report it by radio to the UP dispatcher but was unable to reach the dispatcher. The engineer said he then became busy operating the train and forgot to try again to report it.

Amtrak's westbound Eagle then derailed at the spot, putting 6 of its 10 cars on the ground. Fifteen people suffered minor injuries in the accident.

*TRAINS On-Line, posted 1/7/99*

full-time jobs in its first year, and as rail traffic increases, 2000 to 3000 direct and indirect jobs in the area could be created within a decade.

"We want to make these 1600 acres truly a center of business activity for Bethlehem in a broad context—light- and heavy-industrial uses, manufacturing and assembling, warehousing, and commercial and office space," said Curtis H. Barnette, chairman and chief executive officer of Bethlehem Steel at a meeting for elected officials, economic development professionals, and community leaders.

Bethlehem Works, which occupies 163 acres at the far western edge of the plant on land closest to South Side Bethlehem's commercial and residential center, has been under development since 1996. Site preparation is under way for a mixed-use complex at Bethlehem Works featuring sports, recreation, retail, restaurants and the National Museum of Industrial History, which is associated with the Smithsonian Institution.

The Bethlehem Commerce Center and the Bethlehem Works project represent a potential investment, by public and private parties, of about \$1 billion over the next 20 years. That investment could help create more than 9000 jobs and \$70 million in annual tax revenues. Saratoga Associates, of Saratoga Springs, N.Y., is the land planner for the Bethlehem

Commerce Center, providing services with engineering, planning, and landscape architecture. Saratoga is also working with Bethlehem Steel on the redevelopment of its Lackawanna, N.Y., property near Buffalo.

*TRAINS On-Line - posted 1/20/99*

## Ohio Central to run Steam

The Ohio Central has changed their mind and will run steam and diesel in 1999. Due to the flood of requests to continue trips, the railroad, with help from the Dennison Railroad Museum, will have trips again this year running all-day excursions over the 400 mile system. To make the trips more successful they have purchased six deluxe class coaches to go with the thirteen they already own. They have started restoration of GTW #6325 which should be ready for fall excursions. The ex-CP engine, #1293, will do most of the trips this year. The 1999 schedule can be found at <http://www.ohiocentralrr.com/schedule/schedule.html>

*Remember, 1999 dues are due, only one more news-letter*