

FIRST CLASS MAIL

"THE DANVILLE FLYER"

DANVILLE IL 61834-1013

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NATIONAL RAILWAY HISTORICAL SOCIETY

DANVILLE JUNCTION CHAPTER



The Town of Flat Rock slowly takes place on Rick Schroeder's layout in Champaign, Ill. Track work is complete and some scenery has started. The quarry is in place and cars are being "delivered" to the new industry.

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 CSX, in Danville, IL with lunch beginning at 1:00 PM Central Time followed by meeting and program.

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Number 1

Coming Events

January 21, 2001

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

January 14, 2001

Wheaton, IL - Great Midwest Train Show, DuPage County Fair Grounds, 10-4 PM, admission \$6.

January 13 & 14, 2001

Louisville, KY, Great American Train Show at the Kentucky International Convention Center, 11 AM to 5 PM, \$6.

January 20 & 21, 2001

Indianapolis, IN - Great American Train

Show at the Indiana State Fairgrounds, 1202 East 38th Street, 11 AM-5 PM, \$6 admission

February 4, 2001

Rossville - operating session on the model railroad. Begins at 12:30 PM and over around 3:00 PM

Next Meeting

The next chapter meeting will be January 21 at the Pizza Inn on Williams Street adjacent to CSX. Lunch will begin at 1:00 PM and the meeting should start around 2:00 PM. Program to be announced at the meeting.

We have been notified that long time member, Bill Kinneer of Kingman, Indiana, passed away a couple of months back. Bill has been a member for many years and was active when we used to have the train show at the Civic Center and mall. Bill has not attended meetings for several years. He was an avid NKP fan and modeler.

Over the past few months we have installed insulation in the attic and a new gas furnace in the train room at Rossville. We especially want to thank Bill Sandusky

Remember, 2001
Dues are Due Now.



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Acela Express debuts, but problem scuttles scheduled third revenue trip

Amtrak's high-speed Acela Express made its much-anticipated first revenue run on December 11 from Washington, D.C., arriving in Boston's South Station 12 minutes late on a day when air travelers up and down the East Coast faced major weather-related delays.

The inaugural northbound run, well-covered in the national press, was made in 6 hours, 43 minutes. After departing Washington Union Station a minute after its 5 a.m. scheduled time, the train incurred several delays en route—including a second stop at the platform in Providence, R.I., so a television crew covering the event could retrieve a bag it left behind. Other delays were caused by a stalled Metro North train in Bridgeport, Conn., and a signal problem in Mystic, Conn., Don Phillips reported in the Washington Post. Phillips is the Post's lead transportation writer and also authors the monthly "Potomac Pundit" column in TRAINS.

But the railroad's lone Acela Express train was pulled from service the following morning—and missed its scheduled Washington-Boston run, to be ridden by TRAINS Special Correspondent Bob Johnston—after inspectors found minor damage on one of the train's pantographs. The pantograph was repaired, but not in time for the northbound trip.

Instead, Amtrak substituted conventional Metroliner equipment on the 5 a.m. Washington-Boston trip. That train suffered an engine failure to its lone AEM7 unit between Bridgeport and New Haven, causing more than an hour's delay while a rescue engine was sent from New Haven. All passengers who had purchased tickets for that Acela Express run were to receive refunds. During the afternoon, the Acela Express trainset ran empty to Boston in order to cover the 5:12 p.m. southbound run.

TRAINS On-Line 12/13/00

Derailment puts CSX out of the running for a perfect UPS season

A major derailment on CSX's busy former New York Central Water Level Route in East Schenectady, N.Y., on December 6 did more than put the Chicago-New Jersey/New England main line out of commission for nearly 16 hours. It knocked CSX out of the running for a flawless handling of United Parcel Service business during the shipping company's annual holiday peak period, which runs from Thanksgiving to Christmas Eve.

Thirty of Q367's 132 cars derailed around 12:15 a.m. on the Selkirk Branch, blocking both tracks. One track was reopened through the wreck site around 4 PM December 6. But by then the damage was

done. CSX had been forced to detour several trains over Norfolk Southern and Canadian Pacific's Delaware & Hudson via Buffalo, N.Y.; over NS's former Pennsylvania main line via Pittsburgh; and even over CSX's own roundabout former Baltimore & Ohio route via Philadelphia, Cumberland, Md., and Pittsburgh.

CSX wasn't able to provide a tally of how many UPS priority trains were delayed, and UPS determines what trailers arrive too late for their packages to be sorted on time. But a CSX spokesman did confirm that the railroad had to begin another streak of on-time arrivals for UPS traffic, a streak that was still alive as of December 12. From November 27 until the wreck, CSX had carried more than 7000 UPS shipments without a sort-failure, CSX spokesman Dan Murphy said, and it took some hustle to keep that record going. A week before the New York derailment, a wreck fouled CSX's former Big Four line to St.

Louis, delaying train Q108.

"Until our team reacted, Q108-30 was looking like it might be our first late UPS arrival," said Jim Fallon, CSX senior vice president-transportation. "It lost more than five hours due to a derailment we had ... on the St. Louis Line. But after a detour, we got it fueled, recreated, and inspected in Cleveland in just 21 minutes. It was a real team effort." The result: Q108 arrived in North Bergen, N.J., an hour ahead of schedule.

Another significantly delayed UPS train, Q109-29, ran into trouble not long after it departed North Bergen for Chicago. On the single-track River Line along the west bank of the Hudson, train Q159 was being held for a train inspection following a hotbox detector alert. The delays rippled along the line, and Q109 departed Selkirk, N.Y., nearly three hours late. "It normally takes 18 hours to make it from Selkirk to Chicago, and that's if everything goes well," Fallon said. "Thanks to the teamwork of our crews and dispatchers ... Q109-29 arrived Chicago in 16 hours and 25 minutes—85 minutes ahead of schedule." CSX praised the actions of the train crews and dispatchers for getting the trains to arrive on time.

Last year's holiday rush was the first time that all four major U.S. railroads—CSX, Norfolk Southern, Burlington Northern Santa Fe, and Union Pacific—put together perfect records for handling UPS intermodal traffic during the holiday peak.

TRAINS On-Line 12/13/00

The Hobby of Trains Is Picking Up Steam; Industry Attention Helps Spur Efforts of Trainfans.com

HOPEWELL, N.J. - Dec. 14, 2000 - There has been a resurgence of interest in trains this year thanks in part to some high-profile activities from Amtrak, Lionel, Thomas the Tank Engine and Microsoft
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Men moving house had seconds to react to oncoming train

December 25, 2000, 12:00 PM

TACOMA, WA – Anthony Payne says he had about 10 seconds to react to the oncoming train.

It was closing in on midnight Saturday and he and a friend were on the roof of a house being pulled by a semi-tractor-trailer rig, lifting low-hanging wires out of the way. The house was on the tracks. And there was no time to get out of the way of the Portland-bound special Amtrak train carrying 90 Seahawks fans.

"I just screamed 'TRAIN!' and he - driver Jeffrey

Douglas Pounder, 45, of Auburn - "started to try to pull out of there," he said. When the train hit, Payne, 25, of Auburn, was thrown into the air. He slid into a gully, landed in a grassy field and walked away with only a scratch and bruise near his right eye. "If he hadn't moved it forward, I know that I'd be dead," Payne said.

The other man on the roof, David Higman of Seattle, slid through the debris to the ground, unhurt. No serious injuries were reported, though Payne and several people from the train were treated and released by area hospitals. The house was demolished. The train engine was taken out of service. Most of the 90 Seahawks fans on board were bused to Portland. Pounder - cited for driving under the influence and driving with a suspended license - returned to the site after talking with authorities to help with cleanup.

Pounder, who has an unpublished telephone number, could not be reached for comment Monday. Debris - 2 x 4s, rugs, sheetrock, insulation and more - littered a 300-yard stretch of track on Sunday. Folks came from miles around to see the aftermath and take pictures.

"There was no reason for that thing to be on the tracks," said Amtrak spokesman Kevin Johnson. "It as an unscheduled

train," noted spokesman Ed Troyer with the Pierce County Sheriff's Department. A deputy in a car was escorting the rig, but was at the next intersection and did not see the collision, he said. Pounder had the permits required for moving the house, Washington State Patrol Lt. Dan Eikum said. The house had been owned by Auburn residents Larry and Mickey Fassbind, who gave it to Pounder in exchange for his removing it from their property. "Kinda makes you feel kinda sick. It's my house, my kids were born in that house," said Mickey Fassbind. Pounder, who operated Emerald City Moving and Restoration, had spent months preparing the 35-year-old, 2,200-square-foot house for the move, they said. "He (Pounder) had all his permits. This train wasn't supposed to be here," Mickey Fassbind said.

"He had all his permits. This train wasn't supposed to be here,"

The Fassbinds donated the house several months ago to an Alaska Airlines fundraising auction to benefit a child whose mother died last January in the crash of Flight 261 off the California coast. A couple bought the house for \$580 but didn't claim it after learning it would cost \$20,000 to move, the Fassbinds said. *The Associated Press contributed to this report.*

Editor: What stupid people there are in this world. Later reports indicated they were moving at night and of course you will note the driver was drunk but the blame was being placed on Amtrak by the press and police reports. Also, Amtrak will probably take the hit for "another accident" even though like most it is not their fault.

Again, Remember, the 2001 Dues are due by March 1. Don't miss an issue of the Danville Flyer

Continued from Page 2

Corp. This is good news for Trainfans.com, a company planning to bring back the glory days of Trains & Railroading.

Industry sources estimate the current size of the model train hobby as approximately \$1 billion dollars and growing at a rate of 12% per year. However, Steven Haase, founder of Trainfans.com, indicates that the overall train hobby market is much bigger. "This industry is comprised of much more than just model trains", says Haase. "When you include sales of other products such as train collectibles, books, videos, audios, DVDs, the hobby generates well over \$1.5 billion dollars annually."

As a result of this large and growing market for trains, the industry is getting attention from companies such as Microsoft, who recently announced that it is developing, "Train Simulator," a software program that realistically brings the thrills of trains and railways to the personal computer. Scheduled for release in Spring 2001, "Train Simulator" is being developed in cooperation with six of the world's leading railroad companies, such as Amtrak and the Venice-Simplon Orient Express, and will feature hundreds of miles of routes with realistic scenery, equipment and operations. Others creating increased visibility for the industry:

— Amtrak's Acela Express Launch - One of the most publicized events in the history of Amtrak was the launch of its first high-speed rail service on December 11. The fastest train in this country, the Acela has been promoted as the financial solution for the nation's passenger rail system and a standard for other high-speed intercity routes—quick enough to compete with jets and cars, convenient enough to lure travelers from highways and airports. Transportation experts say that the Acela will mark the beginning of a rail revolution across the nation.

— "Thomas the Tank Engine"- The Thomas phenomenon began on-screen when the Thomas the Tank Engine & Friends series, created by producer Britt Allcroft, first aired in the UK in 1984. In 1989, Britt Allcroft co-created Shining Time Station and brought Thomas to America

on PBS. This Emmy award-winning TV show has been seen in over 100 countries, attracting the talents of Ringo Starr, George Carlin, and Alec Baldwin.

Worldwide, over 100 million Thomas books and 10 million videos have been sold in the U.S. In July of this year, a popular feature film and subsequent video was released titled "Thomas and the Magic Railroad & Friends".

— Lionel's 100th Anniversary- Lionel Trains has celebrated turning 100 years old with an unprecedented rollout of new products this year. The A&E cable television network recently named the Lionel train one of the Top 10 Toys of the Century.

There are other factors contributing to the increased interest of trains as well. "Parents are increasingly looking for ways to bond with their children and are discovering that — unlike most extra-curricular activities—the hobby of trains gives them a real opportunity to do so", said Haase. "In addition, many baby boomers are interested in the train hobby now and want their children and grandchildren to be exposed to trains so that the hobby will continue to thrive."

"This increased attention is terrific for Trainfans.com," said Haase. We intend to be the leader in this growing industry by leveraging this renewed interest and expanding the hobby to millions of new enthusiasts— especially children."

About Trainfans.com

Trainfans.com provides unique products and services to train enthusiasts— an industry generating an estimated \$1.5 billion dollars annually and growing. Currently, the company owns and offers over 280 train-related video titles marketed to adult enthusiasts. Beginning in January, Trainfans will be announcing the launch of several new products and partnerships targeting the children's marketplace.

More information about "Microsoft Train Simulator" and the participating railroads is available on its official Web site at <http://www.microsoft.com/games/trainstim>

Via Transport News 12/15/00

Johnstown America Corporation Re-enters Mill Gondola Railcar Market

Contemporary Design Features Higher Capacity and Lighter Weight; CIT Places Initial Order

JOHNSTOWN, PA - Johnstown America Corporation (JAC) is completing its first production run of a newly-designed line of mill gondola cars. The first production lot of the new family of cars, being built at **Johnstown America's Danville, Illinois facility**, is the 66 ft. model with 6 ft. sides. The full line includes inside lengths from 52'6" to 66', and side heights up to 10', with a variety of optional features for specific product applications. The initial customers for the new cars are CIT Corporation and the BNSF Railroad.

The new JAC mill gons feature stronger end and side construction, lighter weight, and JAC's patented center sill, at a full 286,000-lb. maximum GRL. "Johnstown America has built a wide range of different, successful car types throughout its history," said Ed Whalen, Johnstown America's Senior Vice President, Marketing and Sales. "Market trends and customer demand, coupled with our design, engineering, and manufacturing abilities, permitted us to enter this market with a durable railcar that features added strength, flexibility, and low maintenance costs."

"We make a complete line of mill gondolas," said Tim Mann, mill gon product manager at Johnstown America, "capable of hauling finished and semi-finished steel, scrap metal, aggregates, soil, construction debris, and a range of other commodities. We listened to our customers' input and created a product line that met their diverse requirements." "Our relationship with CIT goes back a number of years, and we're excited that they placed the first order for our new product line," noted Mann. "They are familiar with our long history in the railcar business and our reputation for quality, having taken delivery of over 4,000 JAC-built railcars in recent years. We're confident that our mill gons will continue in this tradition and serve their customers' requirements well."

Johnstown America Corporation is a leading producer of cost-competitive, high-quality railcars. JAC is the single source for engineering expertise, efficient production, and industry experience, all of which provide the highest value in railcar solutions.

Via Transport News – 12/20/00

Moving? BNSF wants to haul your vehicles in an auto rack

Although freight railroads carry all types of consumer goods—from candy to cars and sweaters to magazines—rarely, if ever, do they deal directly with consumers. Burlington Northern Santa Fe is changing that. Through the railroad's CarsOnTrack program, launched December 7, consumers can ship their personal vehicles anywhere in the United States, at a cost that BNSF says is 30 percent less than moving

a vehicle by truck.

A new Website, carsontrack.com, serves as a virtual station agent that lets customers arrange a shipment, pay for the service with a credit card, and track their vehicles from origin to destination. For now, the only origin-destination pair is Los Angeles-Chicago, served via BNSF's auto ramps in Commerce City, Calif., and Naperville, Ill. After testing the service, BNSF plans to expand it to other lanes. BNSF says the program is the first service from a Class 1 railroad that's aimed at consumers and allows for payment with a credit card. It will be most useful, the railroad says, for people who are moving long distances.

“This service will allow BNSF to offer the individual consumer the same safe, efficient, cost-effective vehicle shipping that we’ve provided the top vehicle manufacturers for decades,” said Kathleen Regan, vice president, eBusiness Development for BNSF. “And, while we will target the individual consumer, we also anticipate a potential market for off-lease or turn-back vehicles headed to auctions and used-car lots.” The program will help earn revenue on backhauls of multilevel auto racks, which often run empty while returning to assembly plants for loading.

The Pasha Group, a BNSF service partner, serves all other origin and destination points through a national truck network that can ship to any location in the continental U.S.

TRAINS On-Line 12/13/00

Danville and Western

Over the past several years I usually took a rail trip between Christmas and New Years. I thought about the same this year, asking Bob G. if he wanted to head east. Then the snowstorms began this December and the outlook was not good for the rest of the month. With the holiday schedule at the office if I were to take 3 ½ days off I could get 11 days of vacation. Not bad – the decision was made and I decided to stay home and work on the railroad.

Two areas of the layout, in order to work on scenery and other track work, needed the staging yards complete and in service. The track had been laid late last year but use of the yards had not occurred. In the May and June 99 issues of *Model Railroader* Mike Dodd described a staging yard detection system he had built for his hidden yards on his railroad. Mike is an electrical engineer and would furnish the systems, for a price of course, in kit form for fabrication and installation. The system uses a laser beam to detect the trains and in the next issue he described this system.

After studying my layout I decided this system would fit nicely. However, I know as much about electronics as a rabbit does



The Flat Rock Quarry under construction

so I asked about assembly of all units by Mike. For a nominal fee he assembled and tested the units.

The first yard was installed in November and the second was completed the week I was off. Basically, the system uses the beam to detect the train movement into the throat of the yard. There is the laser at one end and a photocell at the other. Mirrors are used to bounce the beam across the track in three places so a train cannot get in an undetected spot. The controller unit controls the switches and the shutoff of the track. A selector switch is mounted on the fascia board along with three LED’s and a pushbutton.

In normal condition the red LED is on and all tracks are off. When operating the yard for a train to enter, or depart, one lines the selector switch to the track you want and push the button. The red/yellow LED’s light and the turnouts move to select the track. When lined the green LED comes on and the track power is on. The train is moved in/out and as soon as the train breaks the beam the yellow LED comes on. Once the train clears the beam the track shuts off in one second. Thus entering the yard one has to only line the track and allow the train to enter slowly. You can walk away from the train (providing nothing derails) and the train will stop as soon as the beam is cleared.

Both yards will be accessible from below for cleaning and problems but now I can proceed with scenery and track work above them.

As you will note in the photo, some scenery has started. The area of Flat Rock, named after Flat Rock, Ohio, has the quarry in progress and some rock castings in place. With the staging yard complete below, the area for the town has started and the hills behind the town will be completed. This layout will use foam scenery. This is the first time I have used it, Rossville is all hard shell, and so far it is great. You can build a hill/mountain and still lift it out to see the area below. I have one area that is 8 feet long and a foot high and weights probably 15 pounds. Lift out sections will be much easier.

Each day on vacation was spent in the basement. My wife leaves for work around 6 AM and by 6:30 I was in the basement. Needless to say, after spending 6-8 hours working and crawling around under the layout I was tired by the end of the day. Will be nice to get back to the office.

Bill S. and his wife stopped by on an inspection trip. I had planned a work session inviting he and Bob over but other business detained Bob from coming. I am planning a couple of work sessions in January and hope to have the layout ready for some operating in February. I will post the operating session and invite all of you in late February, if the snow ever goes away, to visit the layout. If you plan to be in the Champaign area sometime and want to visit just give me a call.

Rick

BNSF's Matt Rose becomes youngest CEO of a major railroad

Matt Rose, as expected, has succeeded Rob Krebs at the helm of Burlington Northern Santa Fe, completing a meteoric rise through the ranks and becoming the youngest chief executive officer of a major railroad. The 41-year-old Rose was elected CEO at BNSF's Board of Directors meeting on December 7. Krebs, 58, will stay on as chairman.

Rose was named BNSF president and chief operating officer in June 1999. He joined Burlington Northern in 1993, and in June 1994, he was named vice president, vehicles and machinery. Following the 1995 merger with Santa Fe, Rose was appointed vice president, chemicals. In May 1996, he was promoted to senior vice president, Merchandise Business Unit, and went on to become senior vice president and chief operations officer. Prior to joining BN, he was a vice president at Norfolk Southern's RoadRailer subsidiary, Triple Crown Services, and had held positions with trucking lines Schneider National and International Utilities. His railroad career began in 1981, when he was a management trainee with Missouri Pacific.

Krebs praised his hand-picked successor. "I've been a railroad president or CEO for 20 years," Krebs said, "and I know one of my most important jobs is to find a successor who has the confidence of the Board and management. Matt Rose's experience in both marketing and operations, as well as in the rail and trucking industries, make him superbly qualified to be BNSF's next CEO."

TRAINS On-Line 12/13/00



You're Gonna Push Me...

By Art Altstadt

On this one particular leg of my division, it was nearly a "water-level" type grade profile, until we got to the north end, where we would encounter a 6-mile grade of about .06%, which isn't like the heart-break grades of the mountains out west, but to us, it was a CHALLENGE, with a capital C. Every engineer on this district looked at it, and treated it like a personal challenge, in spite of, or maybe because the yardmaster would hang every car in the yard, and the yard office too if he could get away with it, so as a result, by the time we reached the top of this 6-mile grade, with a full tonnage freight train, we were down to our knees, and barely moving!

Often, for operational reasons of one kind or another, they would instruct north-bound trains to set out part of the train at a passing track at the bottom of the hill, sometimes the reason being that they were cars for the local customers in that particular area, or just as possible, to avoid our stalling.

Well, I can recall this occasion when, firing a drag freight with a Mike (2-8-2), I noted on the chalk board that we were going to be doing a double-header all the way up. I quickly learned that it wasn't 'cuz we had an exceptionally heavy train, but only that they had to have more power up on the north end. But apparently the yardmaster must have heard he were going to have more power, so HE added more cars too! It must have been quite heavy 'cuz we had a hard time starting.

It was an ordinary trip to the half-way point where all trains took coal, water, dumped the pan and maybe tidy up the fire if needs be. While I was up on the tank taking water, I overheard the double-heading engineer teasing my engineer with; "that since-he-had-to-tow-us-all-this-way-already, perhaps-you-could-get-up-a-little-steam-so-I-wouldn't-have-to-tow-you-the-rest-of-the-way, and-up-the-hill-too! THAT was throwing down the gauntlet if I ever heard it, and my engineer retorted, "TOW-ME? I'm-gonna-shove-

you-all-the-rest-of-the-way-and-you-can-count on THAT!"

As my engineer came banging up into the cab, making all kind of un-necessary noise, I knew he was ticked, and I knew where MY work was gonna be for the rest of this trip! Right pronto, I got down on the deck and made sure my fire was in tip top shape, no clinkers and not too deep either, seeing to it that I put a huge wabash of coal in each back corner of the firebox, maybe 100-125 scoops each side (these engines always steamed like a house-a-fire with a good heel in back), while remaining 42 miles to the bottom of the hill was a great deal faster, as both of them jostled and bumped each other via the draw bar separating us.

I fully accepted that if they do get stopped for the signal at the set-out track, they'll intentionally OK it to go up without a set out, or a helper, as was (occasionally) done. And it happened just like I had surmised. Our trainman did go to the phone when we encountered the stop board, and spoke only a minute or two, and as he was walking back to the engine, the signal flicked green.....I hoped our hind shack was already on the caboose step, as my engineer jerked open the throttle with both hands, muttering something, and whacked our leader a good one before HE could do the same by jerking on us, and were under way.

To say that the towerman must've been mildly surprised at our stormy start as we passed him, or that we went up that grade faster than anybody has gone DOWN it would have to be quite an understatement. I'm equally sure most of them cinders out of the stacks of those two engines probably did not ever come down. As I watched the coal streaming onto/ across that distribution plate in the firebox, I'm sure I must've wondered.... How could a man without a stoker have shoveled that much coal

I do recall being awfully grateful I knew of their "contest" and had a good head start on them. I can't seem to recall if I ever asked the fire-man of the other engine if he had a chance to get a head start on his engineer as, or before the "contest" started. I wonder what the men on the caboose

must have thought as they nearly flew up that grade. All I can clearly recall was, the conductor asking my engineer as they were registering, "WHAT WAS THAT ALL ABOUT ???"

Next Meeting - continued from Page 2

and Bob Gallippi for arranging the gas installation from the city and purchasing the furnace. We want to thank the Bob, Bill, Allen C, Mark Z, Larry Nilles and Rick S for helping to install the furnace and put the insulation in the attic. This was not a fun project but the number helping made quick work of moving stored items and placing the insulation. (Hope Larry could move again after crawling around on the rafters.)

Lafayette Cutover

On January 21, 2001, the day of the next meeting, Norfolk Southern will begin the elimination of the former Wabash line through Lafayette, Indiana. That Sunday morning, the same day as the next meeting, they will cut the westbound main track at East Yard and throw it to the new westbound NS2 in the new corridor. For one day they will single track the main through Lafayette.

On Monday, the 22nd, they will cut the eastbound at East Yard and the single track mainline west of the former Lafayette Junction crossing of the NKP/NYC line. This junction has been out of service since the past summer. Cutover of the two locations should take 4-5 hours and once complete the signal department will begin testing of the routes. In the mean time the operating department will start running trains through the corridor. All movements will be at restricted speed.

On January 15 NS was to cut in the new Lafayette Junction at Smith Street. This would put the interlocking, controlled in Decatur, Illinois, back in service. For the following days the CSX line through the junction will be controlled by the Decatur Dispatcher and the local signal gangs working on the system.

The NRHS 2001 Convention

The National Convention of the National Railway Historical Society will be held in St Louis MO this year between Tuesday June 19 and Saturday June 23. This convention, one of our biggest annual railfan festivals, will be hosted by the NRHS St Louis Chapter, and is expected to feature a variety of rail-oriented events and activities, including some mainline steam excursions. It is still too early for a detailed convention schedule; that will come in later issues when the convention details have been worked out. But it's kind of fun to take an advance look and see what steam activity is being considered.

As of late November 2000, Steve Lee and his crew would like to bring #3985, their 4-6-4 type, to St Louis from home base Cheyenne WY. This is the world's largest and most powerful operating steam locomotive. Coming east with #3985 would be their A-B--A set of E9's with UP's string of Armor-yellow passenger cars. As in previous trips east, the steam train may carry revenue passengers. UP management must still give final approval.

Also on hand ready for excursion duty will be the Frisco #1522, a 4-8-2 type based in St Louis. Two more steam locomotives might attend, the Milwaukee Road #281 and the Cotton Belt #819, both 4-8-4's. Right now, it appears there will be at least one excursion each with #3985, #1522 and the F's, and MAYBE one 'with either #261 or #819. In lieu of any corporate sponsors, the operators of #261 and #819 will have to sell tickets and run revenue passenger trains to pay their way to St Louis. The Friends of the 261 group is considering a three-day revenue passenger trip, Minneapolis - Lacrosse - Galesburg - St Louis over BNSF lines, departing Minneapolis on Saturday June 16 and arriving St Louis on Monday June 18. BNSF has already given its preliminary approval to the idea, but the 261 people must be sure that all projected trip costs can be paid for by ticket sales before the railroad will give its final approval.

Similarly, the Cotton Belt Rail Historical Society, #819's operators, are considering one-revenue passenger trips to and from St Louis, ideally out of Memphis rather than homebase Pine Bluff, AR. First, they must get the approval of one of the railroads 'with lines between Memphis and St Louis (UP, BNSF or CN/IC) or try to get Amtrak to approve #819 and run the train for them. So it's possible steam fans could enjoy a choice of three mainline steam trains to ride to the convention this summer.

As of December the plans from St. Louis include a Tuesday trip on the UP to Gorham, Illinois, Wednesday a trip to the Museum of Transportation and the Wabash, Frisco and Pacific Railroad. On Thursday there is planned UP diesel trip to Gads Hill, Mo with a night photo shoot. Friday will be seminars, business meeting and banquet. The final trip will be Sunday to Newberg, Mo with Frisco 1522.

For those of you that registered early your package of information should be arriving in the next three months. It has been several years since this much mainline steam in our area - so sign up and enjoy the convention.

Via Dayton Ties and Tracks and St. Louis Chapter.

Beginning on the 22nd the signal department will be in charge of the signals through Lafayette on the new route. Though the Decatur Dispatcher will see the signals on his board, the signal department will be handling the turnouts and giving the route to the trains. Each route must be checked out numerous times to verify routes line properly. To complete their testing, which requires a field man at each signal between

West Point and Buck Creek, routes must be clear of trains for a period of time. With the volume of traffic on the line today this task will be difficult. Both the operating department and signal department must cooperate in the venture. At the same time the maintenance of way department will be wanting to complete surfacing of the cut in points to get the track speed up. Only part of the route has had tonnage

trains on it and for the first day or so there will be restricted speed due to the settling required on the new track.

Once the railroad has made the switch the contractor will move in to begin removal of the diamond and trackage from the old junction back toward Smith Street. They must then begin construction of the roadbed for the new Muncie line. This work, and track work, is to be completed by the first week in March for cut in of the Muncie line to South Yard. During the 6 weeks of construction trains from South Yard to East Yard will use the old transfer connection to go from the NKP side to the Wabash side. These will be the only trains through town until March.

Around the middle of March, a date has not been set yet, the City of Lafayette will celebrate the completion of 25 plus years of hard work. The plans now are to start a train, complete with business car and Operation Lifesaver locomotive, at Smith Street and go east through town as the last train. Neighborhood celebrations will be held along the way. If you haven't taken any photos of the line through town, with trains on it, you have only a few months left.

Rick Schroeder

Wabash in Color, Volume II

Kelly Group Productions announces the upcoming release of "Wabash in Color, Volume II". This book is designed to be sequel to David R. Sweetland's book, "Wabash in Color, published in 1991 by Morning Sun Books.

The company is seeking roster and action shots of Wabash locomotives and equipment from 1960 to 1964. The book is designed to reflect the Wabash just prior to the merger with the N&W in 1964. Some post-merger shots are welcome. All interested contributors should contact the company at kellygroup@quixnet.net. All slides/photos will be scanned into CD/ROM, ensuring a prompt and timely return to the contributor.

All published contributors will receive a

Donations

We want to thank all members that have donated this year when they sent their dues renewal in. To date we have received over \$460 to add to the treasury. This was put to good use by installing heat in the building this fall. We realize that many of you are unable to attend meetings or visit the museum due to distance and time and thus a donation is much appreciated as your part of the chapter.

The officers and Flyer staff thank you for your support.

free copy of the book. All photos should be previously unpublished, as we do not wish to duplicate other books.

From Kelly Group Productions via the Blackhawk Chapter and the Wabash Railroad Historical Society.

Wheel Report

Newsletter reaches Milestone. The *Midwest Rail Scene Report*, published by my friend Roy Scrivner, starts its 25th year of publication this February. Roy started the publication for the former Central Railroad Railroad club in Bloomington in 1977. I had been working on a construction project in Bloomington and attended meetings of the club. Roy and I met, became friends and discussed how he could begin his publication.

His notes in his latest issue brought back a lot of memories. We started our newsletter, the Danville Flyer, in 1968 with Asa Edwards as the first editor. The first newsletter was a single page on mimeograph. Doug Nipper also edited the newsletter for a few years but I have edited most of the issues for longer than I want to remember. Doug has assisted over the years with having the mimeograph machine in his grandfather's basement and more recently printing through the com-

puter process.

Early issues were typed on stencils in field offices in Hoopeston, Casey, Rolla and Paris, Missouri and various other locations. The quality was fair but the issue got out (spelling was a problem always). Now with computers, software and E-mail we are able to bring you an up-to-date newsletter of high quality with much less effort.

My thanks go out to all that have helped over the years and to congratulate Roy on reaching the milestone. *Rick*

The Canadian Pacific Railway has issued a company memo indicating that all reference to the Delaware and Hudson and Soo Line would cease after December 1. In the recent realignment of CP Railway, the St. Lawrence and Hudson, which the D&H fell under, as the new Eastern Network.

Amtrak has 85 of the new P42's coming in the Acela scheme, mostly silver with aqua-green striping. Numbers are large on the side, in black, and low toward the back. Some of the new units have been assigned to the Empire Builder and are in service on No. 7 & 8 at this time.

Norfolk Southern was the only carrier to maintain on-time service for United Parcel this fall. The UP, BNSF and CSX all had problems, in some cases derailments, that caused delays in reaching the on-time performance that UPS requires.

WC to test SD80MAC's

The Wisconsin Central will borrow 10 CSXT SD80MAC's starting in late December to test the GE-Harris Distributed Power System on the Minorca Ore trains which run from South Itasca, WI to Escanaba, Michigan. These trains run until late March. They will be used two per train, one unit on each end. This allows WC to use one engineer per train instead of two engineers as was done in past winters. WC uses engines on both ends of these ore trains as they are usually made up of old CNW ore jennies and this reduces the number of drawbars and knuckle failures enroute. These are very hard trains to run

with these old cars on the hilly profile of their route.

The WC will trade 18 SD's to CSXT for the 10 MAC's. Most of the SD's going to CSXT were on lease to NS and the NS will send them straight to CSX. These units have been on lease to NS since early summer and haven't been back to the WC since. So far, 13 WC units are now on CSX on the way. So far eight SD80MAC's have been identified as going to WC -#801,803-807,809 and 810.

Via Sparks and Cinders

“You Get What You Pay For”

That's what Gov. Tommy Thompson (R-WI), chairman of Amtrak, told reporters on the Ace Ia Express inaugural. It helps explain why just one U.S. route exceeds 110 mph and why Europe and Asia have better passenger rail.

U.S. taxpayers have paid for highway and aviation systems that are laden with problems largely because we have not (yet) paid for a modern rail system. Amtrak's critics often cite the “huge” \$23 billion federal grants to Amtrak since 1971, then contrast air travel growth with Amtrak's. [Consider, for example, 1980 and 1999 passenger-miles, billions: Amtrak 4.5 and 5.3; domestic aviation 204.4 and 484.5.]

Rarely does anyone cite multi-year highway spending totals (much less a 29-year total), yet *federal* highway funding will be \$31 billion in fiscal 2001 alone; in 1999, highway funding at *all* levels of government totaled about \$117 billion.

Similar Freight Problems

Generous highway spending also has a big impact on freight. Railroads have lost ground since deregulation supposedly liberated them in 1980. Rail revenues grew by \$8 billion (from \$28 billion to \$36 billion); truck revenues by \$295 billion (\$155 billion to \$450 billion). Also, railroads don't have enough track to grow their business significantly, or cash to build more track (let alone replace their aging bridges).

The dismal revenue trends were brought

to our attention by Randolph Resor of Zeta-Tech Associates (railroad consulting firm of Cherry Hill, NJ). The numbers above are from Consultant Arthur Shoener (Jan. '01 Trains, p.42).

Here, the “get what you pay for” principle shows what happens when an infrastructure-owning industry tries to compete with an industry that uses publicly owned infrastructure on which political leaders love to spend money.

Chairman Rob Krebs of BNSF, widely held as the nation's best run large railroad, said BNSF will “stop laying a second track along the last single-track portion of its [Chicago-Amarillo-Los Angeles, not used by Amtrak] main line [and] will halt a plan to add a second track to portions of its Minneapolis-Seattle main line” (Oct. 11 *Washington Post*).

Some now see the need to change how rail is treated. Motorists comment more often on the huge trucks they encounter; big air traffic delays are common. When the damage done to sound public policy by mode-specific trust funds becomes clear to more people, we may yet see a truly balanced transportation investment policy. Meanwhile, billions for roads and air-and peanuts for rail-produces “what you pay for.”

Via NARP News – January 2001

Rio Grande Colors Making a Comeback

Three F40PH diesels on lease from Amtrak for use on the “Denver Ski Train” have left the VMV shop in Paducah, Ky. enroute to Denver, sporting the Rio Grande gold and silver paint scheme of the former operator of the train and owner of the track, the Denver & Rio Grande Western. The train operates on winter weekends between Denver Union Station and the Winter Park ski resort west of Moffat Tunnel in the Colorado Rockies Front Range over the Union Pacific's former D&RGW “Moffat Route.”

The units, Nos.242, 283 and 289, retain their Amtrak numbers but are dressed in the latter day D&RGW cab-unit livery,

with a gold top and silver lower panel, separated by a single black stripe. lettering was to be applied after they arrived in Colorado. The Ski Train has leased other Amtrak F40's in recent years, but they were not repainted. Before the F-10's, three of Rio Grande GP60's were utilized.

The train passes through 29 tunnels along the route. In many places, the curves are so tight that both ends of the 17-car train can be seen simultaneously through the passenger windows. Fifteen minutes before arriving at Winter Park, the train passes through one last tunnel and the darkness does not go away...this is the famed Moffat Tunnel, a 6.2-mile excavation under the Continental Divide.

The train departs Denver's Union Station 7:15 in the morning and arrives at Winter Park at 9:30 am. The train returns to Denver at 6:30 in the evening. Tickets are \$40 for adults and \$30 for children. Reservations are recommended as most trips sell out fast.

Via Dayton Ties and Tracks

New St. Louis Station?

After some 22 years it appears that Amtrak and St. Louis will come to agreement on a new station to be built west of the existing facility and Union Station. St. Louis is the last major city to have a station other than the prefab type. The new facility will include a maintenance facility and be a transportation center. As you may know the Metro Link is near by as is the Union Station shop and hotel area. Currently four trains use the station.

Operating Session

Another session is scheduled for Sunday, February 4 at Rossville. The next session after that may be the first Sunday in March so put that date on your calendar. Come join us for a fun time on the model railroad. Remember though, spring is on the way and there will be work to do on the building when the temperature allows. All play and no work makes model railroaders dull people.