

Here are BNSF engines 7168 and 7099 pulling an intermodal train over the Mississippi at Prescott, WI. 10-18-1997 photo by Richard M. Schroeder



DANVILLE JUNCTION CHAPTER

NATIONAL RAILWAY HISTORICAL SOCIETY

P.O. Box 1013

DANVILLE IL 61834-1013

"THE DANVILLE FLYER"

FIRST CLASS MAIL

DANVILLE FLYER

A PUBLICATION OF THE DANVILLE JUNCTION CHAPTER, INC, NRHS

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

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

Membership in the Chapter is open to anyone having an interest in any aspect of railroading. Dues per year are \$12.00 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, beginning at 1:00 PM Central Time.

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Coming Events

January 18, 1998

Monthly meeting: new day - SUNDAY, new time - 1:00 PM and new location - Pizza Inn, Gilbert and Williams Street in Danville.

January 24 & 25, 1998

Great America Train Show, Peoria Civic Center, 201 SW Jefferson St., 11-5, \$5.

January 31 & February 1, 1998

Great American Train Show, Indiana State Fairgrounds, Indianapolis, 11-5, \$5.

March 28 & 29, 1998

Urbana, Illinois - Lincoln Square Train Show, 10-6 and 11-5, no admission.

July 8-12, 1997

Syracuse, NY - NRHS National Convention - See this issue for details and plan to attend.

Next Meeting

The next meeting will be Sunday, January 18, 1998, at the Pizza Inn Restaurant, Gilbert Street (Illinois Rt. 1) and Williams Street. This is the first meeting at the new location, new day and new time. We will meet at 1:00 PM, have lunch first and then the meeting. Ordering is from the menu and prices range from a \$1.00 for

a drink to around \$8.00 for a full meal. Remember, the decor is all railroad and we are next to Conrail's "busy" Danville Secondary (see 1 train every other day now). We look forward to seeing you at this new location and hope that many of you that have not been able to attend evening meetings can make it on Sunday's.

The program will be a slide show of Rick and Bob's trip to Kentucky to view the "Rathole" division of Norfolk Southern and the Cincinnati to Knoxville mainline of CSX. After Christmas Bob and Rick headed southeast to Lexington, KY and then began a three day trip following NS south through Somerset to the north edge of Tennessee. From there the pair headed east to CSX and the next morning followed the mainline north to Winchester, KY. We did not see a big volume of trains but enjoyed the ones we did catch and the scenery of both states. Come join us.



NRHS Convention - **1998**

Tentative Railroad Trips

Railroad excursions are always a big part of NRHS Conventions. These trips are still tentative and subject to the volatile pressures of the current mergers and consolidations in the Northeast. Neither the Central New York Chapter, nor the NRHS guarantees that the trips described will, in fact, operate.

Tuesday, July 7: Steamtown National Historic Site, Scranton, PA will host a special day of exclusive and private behind-the-scenes tours of shops and other facilities for NRHS members. A special double-headed steam excursion is planned to Pocono Summit. A different steam engine will power the return trip. Several photo run-bys along the way are planned. A box lunch will be provided. Tours of the site including the backshop and restoration area are also included in the day's activities. Tickets may be purchased separately for this event, allowing you to stop in Scranton on your way to the Convention, or we will provide round trip transportation via air-conditioned motor coach from Syracuse.

Wednesday, July 8, option 1: The Tioga Scenic Railway in Owego NY will host a tour and diesel powered excursion on the Owego & Harford Railroad. This trip will include rare mileage on former Lehigh Valley trackage. Luncheon will be provided in dining cars aboard the train. Photo opportunities are also included during the excursion. Tickets may also be purchased separately for this event, allowing you to stop in Owego on your way to the Convention, or we will provide round trip transportation via air conditioned motor coach from Syracuse.

Wednesday, July 8, option 2: A guided bus tour of the remnants of the northern end of the New York, Ontario, and Western Railway from Oswego to Norwich, is also planned.

Thursday, July 9: The Adirondack Scenic Railroad will provide a diesel powered excursion on a former New York Central branch into the Adirondack Mountains.

This once abandoned line has been restored with volunteer efforts and federal funds. The trip will originate in Utica and take passengers to Thendara, near Old Forge, N.Y. The planned motive power for this trip will be all Alco with an RS-3 and a C-420, both painted for the New York Central. The train will also be painted in the streamlined gray of the New York Central. Snacks will be available on board and a stop for dinner at the Buffalo Head Inn is planned. Tickets may also be purchased separately for this event, allowing you to drive to Utica, or we will provide round trip transportation via air conditioned motor coach from Syracuse.

Friday, July 10: This day is the primary meeting day with National Directors Meeting and the Annual Members meeting. A short railfan excursion with photo opportunities, using a train of all RDC cars is planned for the morning. Rides will be available all day on NYS&W Ontrack RDC shuttle from the Ontrack Station to a large shopping mall.

Saturday, July 11: Our feature trip will be on the NYS&W's former Lackawanna Syracuse branch. This steam powered train will depart from the railroad's own station within walking distance of the hotel and take us south to Binghamton. The power for this train will include the NYS&W #142. Photo opportunities will be provided. Luncheon will be available in dining cars aboard the train.

Sunday, July 12: The Convention will wrap up with a diesel powered trip aboard the Finger Lakes Railway. The former NYC Auburn branch hasn't had scheduled passenger service since the early 60's. We expect a rare mileage trip to Auburn with a stop at Martisco, our Chapter Museum. It is expected the Chapter E-units #807 and #808 will be included in the power of this train.

Convention Activities

Friday, July 10: On Friday there will be five activities offered. There will be 6 seminars

on various topics with special emphasis on the railroads of Central New York in the morning. A special all day program for teen-agers will be offered, to include sessions on computer use, photography, visit to an operating locomotive, and visits to local sites concluding with a pizza party and photo contest. A guided bus tour of local canal sites will also be available that runs most of the day. In the afternoon the NRHS Annual Members Meeting will be held. Finally, the Annual Banquet Friday evening will feature Walter Rich, CEO of Delaware Otsego Corp. as guest speaker.

Saturday, July 11: On Saturday there will be two convention activities available. In the evening will be your chance to meet the officers of the NRHS at an informal reception held at the Ontrack station. Later that evening, a night photo session will also be held at the Ontrack station.

I&M RAIL LINK **NEWS**

Trains #261 and 262 no longer run between CP Rail's Bensenville Yard and Kansas City. The trains have been discontinued and their traffic is usually handled on 263/264 or 111/112. That leaves three pairs of trains (the previously mentioned four and Mason City/Chicago grain haulers 386/387) on the Chicago/Savanna main.

Beloit, WI coal loads (train #692) are usually seen arriving at Davis Jct. on the weekends. A Rockford branch crew regularly takes both 55-car cuts up to the power plant on their 12-hour shift. That means they make two round-trips. The Davis Jct. jobs, #920 & 921 run as follows: The 920, daytime (8 a.m.) on Sunday through Friday. The 921, evening (8 p.m.) Monday through Saturday. The daytime job usually runs into CP's Bensenville Yard and returns. The 921 runs west to Samoa and back. Either job can go either

You know you are a railfan when you are on a highway overpass, traveling at 50 mph, and you suddenly shout "that's the C & N W down there!" and you can't believe that the others in the car didn't recognize it by the color of the ballast.

direction as needed though. The city of Davis Jct. has told I&MRL that their present office (a construction trailer is unacceptable as a permanent structure and something more substantial will have to be used for an office. A potash load for the farm service business in Byron in late November saw the empty cars pushed east of town the old Chicago Great Western main out onto the Rock River Bridge. It was an unusual sight to see a solid string of CN hoppers stretching across the river. Back in CP/SOO days, the cars would sit all over in town. But they never placed them across the bridge. There are also reports that the old steam generators being replaced at Con-Ed's Byron Nuclear Plant may come out of the plant by rail. There is also the chance that it could be cut-up on site.

Via North Western Illinois Chapter

The Coal Facts

While waiting at a grade crossing for a train to pass by have you ever wondered what is in those cars?

Norfolk Southern transports enough vehicles yearly for every resident in Mississippi, moves enough beer yearly to fill 4.1 billion eight-ounce mugs. Moves enough coal to fill the Sears Tower 70 times. Hauls enough frozen chicken yearly to make 35.6 billion chicken fillet sandwiches. Hauls enough wheat to bake a billion loaves of bread and maintains enough track to circle the earth at the equator.

The average coal train will deliver about 12,000 tons of coal to a power plant. Given the variables of coal, each pound contains about 8,400 BTU. At a heat rate of 10,775 BTU per kilowatt-hour, the trainload will produce 18,709,977 kilowatt hours. Assuming an average residential customer uses 500 kilowatt-hours per month, that trainload would meet the needs of 37,400 residential customers per month. One ton equals 16,800 BTU or 1560 kilowatt hours. This means that if an average household usage is 500 kilowatt hours per month, 641 pounds of coal is required to provide the electric power.

Whistle Stop via Cincinnati Chapter

Conrail Invests In 39 New SD-70 Locomotives From EMD

PHILADELPHIA, November 5, 1997 — Conrail today announced that it has purchased 39 SD-70 locomotives from General Motors' Electro-Motive Division (EMD). Conrail will build each locomotive at its Juniata Locomotive Shop in Altoona, Pennsylvania from kits supplied by EMD.

Conrail anticipates the first of 15 AC-powered SD-70 locomotives to roll off the Juniata assembly line in March of 1998, with delivery of all 15 completed by June. Also in June, the first of 24 DC-powered SD-70's will be ready. All 39 locomotives will be in revenue service by November, 1998. Each locomotive will be painted in the traditional blue Conrail locomotive color scheme. In 1994 and 1995, Conrail employees at the Juniata Locomotive Shop assembled 45 SD-60I locomotives, as part of an order for 90 new locomotives from EMD.

If the acquisition of control of Conrail by CSX and Norfolk Southern, now before the Surface Transportation Board, is approved, the 15 AC-powered SD-70's will become property of CSX Transportation and the 24 DC-powered SD-70's will be owned by Norfolk Southern.

Conrail via <http://www.conrail.com>.

Amtrak mail and express plan is big and brash

Amtrak is already downplaying an ambitious business plan it developed just last summer to operate a new network of trains devoted primarily to mail and express.

And what a plan it is. Lick your chops at this spectacle: Three new pairs of trains joining the "California Zephyr" between Chicago and Oakland (suggested names include "Golden Gate Special" and "Overland Limited"). Two Chicago-Los Angeles trains (one called "California Eagle") running via San Antonio, and two Chicago-Twin Cities-Portland round trips ("Western Star" and "Mainstreeter"). On the East Coast, a New York-Atlanta "Southerner" and two new Boston-Chicago round trips, plus a Washington-Philadelphia-Chicago train and an extension of the New York-Pittsburgh "Pennsylvanian" to Chicago. There would also be short-haul trains from Chicago to Louisville, Ky.; Chicago to Madison, Wis., via Janesville; Chicago to Rockford, Ill.; Chicago to Detroit; and Kansas City to Branson, Mo., plus Kansas City to Los Angeles ("Kansas City Chief"). All trains

would carry passengers, of course (as Amtrak must), some on Superliners, and would include cafe service, and most of the overnight runs would have sleeping cars. Pardon me, boy, is that the mail-and-express choo-choo?

But stop right there. When Union Pacific revealed Amtrak's business plan as part of its defense in a proceeding before the Surface Transportation Board, in which Amtrak is trying to force UP to permit such mail-and-express-heavy trains on its tracks, Amtrak's boss began to backpedal. Chairman Tom Downs calls the papers "very preliminary planning documents" that have never been reviewed by senior managers, including himself. Before any of this comes to pass, Downs says, Amtrak needs to run a pilot project (called Phase I) to test the concept of mail and express trains. Not a dollar is budgeted now, he adds. "No one should be making plans to ride any time soon," he says, as if hammering nails into the coffin of this enterprise.

On the other hand, this is the direction Amtrak wants to take as it seeks its mandated self-sufficient future, and its creator (and *TRAINS* columnist), Ed Ellis, was recently promoted to the position of corporate vice president of mail and express. So preliminary or not, this billion-dollar

idea deserves a closer look. What it envisions is a standard 45-car train divided among passenger cars, express boxcars (Amtrak calls them material handling cars), and RoadRailers, the dual highway-rail vans that tag along on the rear of trains. The plan would require rebuilding 185 F40 locomotives (which Amtrak still has—many are out of work these days) and buying 266 other diesels in the second-hand market (which is extremely tight right now), overhauling 196 single-level Heritage-type cars, and obtaining 87 Superliners plus untold numbers of mail and express boxcars. The business plan presumes these trains would pay their full share of operating costs on host railroads—indeed, it invites freight railroads to be partners.

Lots of questions remain to be answered, among them whether the STB will force UP's hand and thus set a precedent that would apply to other railroads. Union Pacific's corporate pit bull, Vice President Michael Ongerth, is attacking the concept with uninhibited gusto. And as Ongerth says, it's a bit hard to envision an AutoTrain-sized monster entering and then backing out of now-stub-ended Denver Union Station. (Ellis says Amtrak has already concluded that mail and express trains on UP lines should be limited to no more than 30 cars and sometimes 18.)

And is this much mail and express traffic to be had? Ellis thinks so. "The business is there," he tells TRAINS. "The biggest problem I have is convincing people we will do it." Right now, the Phase I pilot isn't off the ground. It will involve running a Chicago-L.A. train on the schedule of the "Sunset" and "Texas Eagle" one day a week starting in February and two days beginning in May—in effect, creating five round trips per week on this route—and extending the "Pennsylvanian" from Pittsburgh via Cleveland to Chicago this spring. And if the go-ahead ever comes from Amtrak's board, Downs says the first priority will be to develop express business for existing trains, on present routes that aren't run daily and on routes that Amtrak had earlier discontinued.—Fred W. Frailey

[Via TRAINS On-Line](#)

Empire Builder to have its own magazine

Amtrak's Chicago-Seattle/Portland *Empire Builder* now features a custom tailored on-board *Empire Builder Magazine*, tailored to specifics of the route and needs of its customers. The magazine will be offered to passengers free of charge and will be placed in coach seat pockets and First Class compartments. The periodical will be produced bi-annually to coincide with Spring and Fall timetable changes. It will include feature articles about cities along the route, and stories about history as well as activities at key destinations. The magazine will also serve a dual purpose as the official Route Guide, Train Guest Directory, and Timetable.

Empire Builder Magazine is solely supported by advertisers and will reach an audience of over 450,000 passengers annually. The magazine will also be used as an outside sales tool by the Amtrak sales department to heighten awareness of Amtrak and the train.

"We are very proud to have this addition on board the *Empire Builder*. This is a very cost-effective way to show our commitment to continuous quality improvement on one of the world's most famous trains. We are honored to be entrusted to carry on 68 years of classic tradition the *Empire Builder* has stood for," said Product Line Director Gary Erford.

[TRAINS On Line](#)

Chicago Rail Link

Decision- STB Finance Docket No. 33323, Chicago Rail Link, l.l.c.--lease and operation exemption--Union Pacific Railroad Company.

Decided: December 17, 1997 - - On December 18, 1996, Chicago Rail Link, L.L.C. (CRL), a Class III rail carrier, filed a notice of exemption under 49 CFR 1150.41 to lease and operate approximately 8.5 miles of rail lines owned by Union Pacific Railroad Company (UP). The lines are

comprised of track numbers 1 through 9, 110, 500, 501, 702, 710, and 711 in UP's Irondale Yard, Chicago, IL, east of Torrence Avenue between 117th Street and 122nd Street. The exemption became effective on December 25, 1996, and the transaction was consummated on January 2, 1997. Notice of the exemption was served and published on January 9, 1997.

[STB Home Page](#)

BNSF Sells Streator Line

FORT WORTH, Texas, December 15, 1997 — The Burlington Northern and Santa Fe Railway Company (BNSF) today announced it has sold 57 miles of track between Montgomery (near Aurora, Ill.) and Streator, Ill., to Illinois Railnet, Inc. Financial details of the transaction were not disclosed.

The line was offered for sale as part of BNSF's ongoing asset evaluation program. BNSF has sold approximately 2,500 miles of light-density lines since 1996 as a result of this program.

Illinois Railnet is an operating subsidiary of North American Railnet, Inc., which is headquartered in Bedford, Texas. North American Railnet currently operates 420 miles of former BNSF track in Nebraska, Kansas and Colorado, which it acquired from BNSF in December 1996.

[BNSF Home Page](#)

Canadian Pacific to keep St. Lawrence & Hudson

"The St. Lawrence & Hudson will continue to ensure the presence of the CPR in the East. I hope that with that clear statement, we can bring to an end the rumor and speculation about the sale or breakup of the StL&H." Speaking to the Toronto Railway Club on December 5, Rob Ritchie, Canadian Pacific Railway president and

CEO, cut to the chase in addressing the future of CP's eastern subsidiary. The announcement came as good news to StL&H employees, and those of its U.S. subsidiary Delaware & Hudson, who have been working under a cloud of uncertainty since CP created the eastern operating unit in 1995.

Given a sink-or-swim mandate, StL&H was charged by CPR with improving performance and cutting costs on operations in southern Ontario and Quebec, as well as the D&H. For its part, CPR moved its headquarters to Alberta and began to reassess the railway's role as a transcontinental carrier.

Right out of the gate, St. Lawrence & Hudson—made up of all CPR lines east of Windsor, Ontario, except the CPR transcontinental main line into Toronto from the northwest, via Sudbury, Ont.—mounted an aggressive campaign to reverse its fortunes. In two short years, StL&H has sold most of its Quebec trackage, along with the Sudbury-Sault Ste. Marie (Ont.) line, to shortline operators, and abandoned or offered for sale much of its southern Ontario branchline network. At the same time, the railway has posted impressive revenue gains, and its operating ratio has been slashed below 90 per cent.

“CPR management is extremely pleased with the progress shown in the east,” said Ritchie, adding that “the StL&H is no longer a financial drain on its owner and there is every reason to believe the StL&H can reach its four-year goal of having a competitive operating ratio and an operating income of \$100 million.” And the D&H? “For the first time since we have owned it,” he says, “the D&H has the potential for long-term viability.” Delaware & Hudson links Montreal and Buffalo with New York, Philadelphia, and Washington, D.C.

For the moment, St. Lawrence & Hudson remains a CP subsidiary with its own corporate identity, but there are indications that it may soon be folded back into CPR proper. CP has identified the StL&H Montreal-Chicago route as its “fourth corridor” and labeled it as “integral to the CPR's long-term strategy as a transcontinental carrier, particularly for intermodal

and automotive traffic.” Further, Soo Line and D&H remain legal entities in the U.S., much like Missouri Pacific did under UP until recently. However, Ritchie has hinted that things may soon change.

Building upon the momentum of its recent image change and new logo, CP is reviewing the use of the SOO, D&H, and StL&H names. Results of this review are expected to be implemented in first quarter 1998, but Ritchie has already made CP's intention perfectly clear. “Legal niceties aside,” he said, “the CPR will operate as one railway,”

StL&H was created as a separate company for two reasons: to give a strong dedicated management team freedom to deal with the highly competitive eastern market; and to provide the CPR with options if the turnaround didn't make the grade. Ritchie said that by year-end StL&H will have dramatically reduced its operating ratio to 90 or lower and that new agreements with Norfolk Southern and CSX will give the D&H new business opportunities. He described StL&H's Montreal-Chicago corridor as integral to CPR's long-term strategy as a transcontinental carrier, particularly for intermodal and automotive traffic, but was somewhat less categorical about the U.S. Northeast corridor.

“For the first time since we have owned it, the D&H has the potential for long-term viability,” he said. “It is not there today and will take a couple of years following the Conrail change of control, but our market access agreements are solid and our haulage agreements place us in a good position for improving our business results. In short, Montreal to Chicago is ‘the fourth corridor’ of our network and the D&H is potentially an extremely valuable network feeder.” CPR's other three corridors are Moose Jaw-Vancouver, Moose Jaw-Toronto, and Moose Jaw-Chicago.

In his speech, Ritchie said the railway was spending record amounts for capital investments including US \$500 million for 261 new high-horsepower AC-traction locomotives, US \$110 million for service improvement programs, and about US \$145 million for new information systems. But he says he is frustrated by a public policy

bias that penalizes railways for their investments while publicly funding an ever increasing highway system used by the railways' main competitor, the trucking industry.

Greg McDonnell - TRAINS On Line

CN hands over New Brunswick, Quebec rail lines to Quebec Railway Corporation

Montreal, Dec. 22, 1997 — Canadian National and Quebec Railway Corporation today announced that they have concluded the sale of the 485-kilometre (301-mile) rail line between Moncton, N.B. and Mont-Joli, P.Q., to two wholly-owned subsidiaries of the Quebec Railway Corporation. Transfer of operation is scheduled to take place on Jan. 19, 1998.

The New Brunswick East Coast Railway Company is acquiring the line between Campbellton and Pacific Junction, N.B., located near Moncton, and the Matapedia Railway is purchasing the line between Mont-Joli, P.Q. and Campbellton, N.B. The Matapedia Railway is also connecting with the Baie des Chaleurs Railway at Matapedia, P.Q., another QRC wholly-owned subsidiary.

“This transaction will maintain and improve rail service in New Brunswick and Quebec,” said François Hébert, assistant vice-president, business planning and network rationalization. “The Quebec Railway Corporation is an experienced short-line company that will work closely with customers and communities in partnership with CN.”

“We're enthusiastic about entering into this new railway venture, and we're ready to go,” said Serge Belzile, President and CEO of the Quebec Railway Corporation. “We've already identified opportunities to bring new business to the railway. In partnership with CN, we look forward to improving service to the customers, com-

munities and other stakeholders along the line and in New Brunswick and Quebec.”

The network handles 35,000 carloads of traffic annually and serves major shippers mainly in the mining and pulp and paper industries. VIA Rail Canada Inc. uses the network for its passenger service through the Maritimes. This service will be maintained by the two railways.

Quebec Railway Corporation is the largest short-line operator in eastern Canada, with its four short-line railways hauling a combined annual traffic of approximately 50,000 cars.

[Via CN Home Page](#)

Amtrak Pacific Northwest Trains Break Ridership Records

SEATTLE, December 30, 1997 - Annual Amtrak ridership in the Pacific Northwest Rail Corridor hit a record high of 488,000 passenger trips during 1997*. This is a 15 percent increase over 1996 and a 116 percent increase since 1993, the year Amtrak began a partnership with Pacific Northwest states.

All Pacific Northwest corridor trains ranked in Amtrak's top ten nationwide for customer satisfaction for the twelve month period ending September 30, 1997. The daily Seattle-Vancouver, BC Mount Baker International was ranked number one in the nation for customer satisfaction for the same period. The daily Seattle-Portland Mount Adams ranked third and the daily Eugene-Seattle Cascadia ranked sixth.

The Washington State Department of Transportation estimates that had Pacific Northwest Amtrak customers used other means of transportation, they would have driven more than 43 million miles, primarily

on I-5, and released more than 1,000 tons of carbon monoxide, nitrous oxides and volatile organic compounds into our air.

“Ridership has more than doubled in the Pacific Northwest since Washington and Oregon began working with Amtrak and we're looking forward to continued growth,” said Jim Slakey, Director of Public Transportation and Rail for the Washington State Department of Transportation. “In 1998 we're anticipating additional daily service between Seattle and Portland, reduced travel times, and the debut of Amtrak Cascades service with new, custom-built Talgo trains.”

The Pacific Northwest corridor extends 466 miles from Eugene, Ore. to Vancouver, BC and is served by the daily Vancouver, BC-Seattle Mount Baker International, the daily Seattle-Portland Mount Adams and the daily Eugene-Seattle Cascadia. Corridor service is provided in partnership with the states of Washington and Oregon. Additionally, the corridor is served by the daily Los Angeles-Seattle Coast Starlight. Amtrak's Pacific Northwest corridor services offer comfortable coach seating, panoramic views, and fresh, local foods. The Mount Baker International and the Mount Adams feature European-style Talgo trains.

One-way adult fares between Eugene and Seattle are as low as \$25.00; Seattle and

Portland, \$16.00; and Seattle and Vancouver, BC, \$19.00.

Amtrak and WSDOT are currently awaiting regulatory ap-

proval to reduce travel times using Talgo trains. This would allow Amtrak to add midday Seattle-Portland round-trip service to Northwest train schedules in Spring of 1998 with existing equipment.

Earlier this Fall, the first shipment of Talgo coach car body shells arrived in the Pacific Northwest and are now being assembled in the Puget Sound region. In all, three new custom-designed and -built Talgo trainsets, including new locomotives, will be placed into service as the Amtrak Cascades in the Pacific Northwest next

year.

For current schedule, fare and reservation information, contact an authorized travel agency or call Amtrak at 1-800-USA-RAIL. Also visit Amtrak's World Wide Web site at www.amtrak.com.

*December ridership estimated by the Washington State Department of Transportation

[Amtrak News Release](#)

Wheel Report

CLINTON, INDIANA will be getting a \$2,000 grant for a feasibility study to restore the former Chicago and Eastern Illinois Freight Depot in the city. The Little Italy Festival Town Inc. Will receive the grant from the Historic Landmarks Foundation for Indiana. The depot, located on Water Street, is an unusual craftsman-style structure built in 1912. The building was damaged by an arson fire in 1996. The corporation is planning to restore the building for use as a museum of cultural heritage of the Clinton area.

TP&W has a black and yellow GP20 running around East Peoria. The North Western Illinois Chapter reports that #2050 is on the system along with two Susquehanna SD45's. Numbers 3614 and 3634 have been spotted on the BNSF run-through trains to Kansas City.

UP Special Agents completed a lengthy undercover investigation in Texas and Louisiana with the arrest of a suspect in multiple thefts of locomotive air horns in both states. The suspect, admitting involvement in the air horn thefts dating back to 1994, was reportedly selling most of the horns to truckers but kept one to mount on his own pickup truck.

GREETINGS FROM DANVILLE This is the title of a postcard book published by the Vermilion county Museum. The book, a history of Danville in postcards, is a product of the museum and the members of the society. Over 100 copies of postcards, many in color, are shown in the 8"x10" book. Railroads are represented with depots of all three major lines, street cars in downtown Danville and the ITC bridge over the river to South Danville and

Georgetown. In 1856 the first railroad came to Danville and changed it from a village to a city. Railroads, coal mining and brick making dominated the city's growth and employment for the next three quarters of a century. That change is shown in the postcards that citizens and visitors purchased and sent to friends. Each card has a history of the scene shown in the card.

We recommend that you visit the museum on North Gilbert Street and purchase your copy of the postcard book. Get a piece of history of Danville.

OPERATION LIFESAVER reports that the number of crashes and fatalities at highway/rail grade crossings are down in 1997. According to preliminary figures through November 1997, there have been 24 deaths, compared to 32 deaths during the same period last year, 46 in 1995 and 42 in 1994. At this rate, Illinois may no longer be second in the nation among the 50 states for fatalities.

ARCHES - Some time back we listed a new group that is promoting the railroad caboose. American Railway Caboose Historical Educational Society, Inc., founded in 1995, now has over 200 members in some 30 states and Canada. The organization was founded in St. Louis, MO and thus finds nearly half of its members in that area.



The group's mission is to share information on a wide variety of topics related to the railroad Caboose. This venture is for caboose owners, historian, model railroaders and appreciative members of the general public. The group publishes the periodic Caboose News, sponsors an annual convention and other special "caboose" events. A catalogue of Captive Caboose in North America is an on-going project. The future goal is to establish a permanent museum dedicated to this unique and endangered aspect of railroading

Membership is available at different rates (\$15 non-voting, \$20 senior, \$25 individual, plus others) by contacting ARCHES at PO Box 2772, St. Louis, MO 63116

CR Indianapolis news

A couple of weeks ago, maybe it was December 1st, CR switched Indianapolis Terminal radio traffic from Channel 1 (160.800) to Ch. 2 (161.070). The change certainly caught me by surprise.

I also heard something interesting last Sunday. A train identifying itself as "WI 8???" was calling the CR Indianapolis Terminal Dispatcher. It appeared they were switching National Starch (on the Belt just west of White River) and were advising the dispatcher that they were in the clear. I knew National Starch had their own switch engine and it doesn't surprise me that they occasionally venture out onto the Belt while switching (Nat Starch has two complexes, one on each side of the tracks).

What did surprise me was the "WI" designation. Is this supposed to denote a small switching company with the name "West Indianapolis"? Saturday afternoon, I caught NLP1 (UP-North Little Rock to Conway) making a pickup at Greencastle. It took the crew about 90 minutes to cut away from their train on the main, back

*Next Meeting
Remember the
change in day, time
and location. See
you at the Pizza Inn
on Sunday the 18th,
1:00 PM.*

onto the pickup in the siding, pump up the air, pull out onto the main, back onto their train, and do an air test. I paced them for a few miles east of Fillmore and they were only doing about 30 mph with two UP SD40s and an SP SD50 on the point. Not a very impressive performance.

CR's been rebuilding crossings on the Crawfordsville Secondary this fall. We've got two new ones in Pittsboro. They put

1997 Dues

Your renewal notice for 1997 dues should be in your desk someplace.

The NRHS renewal form is a two-part form plus it includes your 1997 membership card. Remove the top portion and return to Allen Cooke with your check for \$29. Donations to the chapter, and/or the NRHS, are appreciated. For museum members please return the form with your check. Remember, all 1997 dues are due by the end of March. The last issue of the newsletter you will receive will be the March issue, unless you have paid your dues.

We look forward to having you as a member again in 1997.

up big cantilevered overhead masts for the lights, but haven't put up the lights yet.

The new siding on the Crawfordsville Secondary west of Pittsboro for Qualitech is going in. Looks like it will be about 3/4 of a mile long.

The old inlaid tile Pennsylvania Railroad logo at Penn and Georgia in downtown Indianapolis has been torn down to make way for the new basketball arena. I heard a rumor that the logo was going to be retained and incorporated somehow into the new parking garage. We'll have to wait and see.

Bob Burns - MP21 CR Crawfordsville Sec.