

FIRST CLASS MAIL

"THE DANVILLE FLYER"

DANVILLE IL 61834-1013

P.O. BOX 1013

NATIONAL RAILWAY HISTORICAL SOCIETY

## DANVILLE JUNCTION CHAPTER



An NS "Power Train" punches through the snowdrift at Martin St., just east of North Yard in Danville, IL. The train was running "wrong main" (west on the eastbound) after near-record snowfall on Jan. 3rd. Photo by Allen Cooke.



NS train #255 with engines 1603 and 7030 at MP 269 near Riverside, IN. 12-2-98 photo by Rick Schroeder.

# 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

PRESIDENT: Larry Prosser

SECRETARY: Dave Sherrill

NATIONAL DIRECTOR: R. M. Schroeder

MUSEUM DIRECTOR: Robert Gallippi

EDITOR: Richard M. Schroeder - Rickschro@aol.com

P.O. Box 1013

Danville, IL. 61834-1013

MEMBER: Illinois State Historical Society - Illinois Association of Museums

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

VICE PRESIDENT: Jesse E. Bennett

TREASURER: Allen Cooke

PROGRAM CHAIRMAN: William Darner

HISTORIAN: Jesse Bennett

PUBLISHER: Allen Cooke & Doug Nipper

Cooke Business Products, Inc.

John Cooke Sr., Honorary Member

Volume 31

January 1999

Number 1

## Coming Events

### *January 17, 1999*

Monthly meeting at Pizza Inn, Gilbert and Williams Streets, Danville - Lunch at 1:00 PM with meeting and program after.

### *February 20 & 21, 1999*

Mattoon, IL - The Cross Country Mall Train Show, Saturday 10 AM to 9 PM, Sunday 12 PM to 5 PM, admission free.

### *February 21, 1999*

Peoria, IL - Model Train Show at Illinois Valley Central College, Route 116 & Route 24, 11 AM to 3 PM, admission \$2

### *February 13 & 14, 1999*

Indianapolis, IN - GATS show at Indiana State Fairgrounds, 1202 E 38th Street, 11 AM to 5 PM, admission \$6.

## *March 6, 1999*

Indianapolis, IN - Model Railroad and Toy Train Swap Meet, St. Joseph Church, 1375 Mickley Ave, 10 AM to 3 PM, admission \$2.

## *March 20 & 21, 1999*

Annual Model Railroad Show and Swap Meet, Lincoln Square Mall, Urbana, Illinois. Saturday 10 AM to 6 PM, Sunday 11 AM to 5 PM. No admission.

## Next Meeting

The next meeting will be Sunday, January 17, 1999, at the Pizza Inn Restaurant, Gilbert Street (Illinois Rt. 1) and Williams Street.

**DUES** - last month we sent the renewal notices for annual dues. Renewals are effective as of January 1 and after March 31 you will no longer be a member unless you have sent your renewal to Allen. A second notice will be mailed with the February issue and a third and final notice will go out in March. Please return as soon as possible to save time and expense of sending out additional notices.

**ANNUAL DINNER** - we had a great turnout at the annual dinner in December. 21 members and guest enjoyed the fine dining at the Pizza Inn. Rick Schroeder presented a slide program on his recent private car trip to California. New officers



were introduced with Dave Sherrill being the new secretary. All other officers will hold their same positions in the new year.

**PROGRAM** - the program will be announced at the meeting.

## Conrail employees represent at least 19 predecessor lines

The current employees of at least the portion of Conrail going to Norfolk Southern come from a background as diverse as its many predecessor lines, NS reports, with 19 predecessor firms represented. The greatest number of employees with prior service on a predecessor railroad, more than 8500, originated with the Pennsylvania, while a single current employee had prior service on the Lehigh & Hudson River.

Here's a road-by-road list of CR predecessor companies and the number of present Conrail-to-NS employees who once worked for them, according to NS:

**Pennsylvania, 8533; New York Central, 2398; Erie Lackawanna, 1243; Reading, 630; Lehigh Valley, 400; Monongahela Railway, 158; Central of New Jersey, 146; Indiana Harbor Belt, 97; Penn Central (newly hired after PC merger), 82; Merchants Despatch Co., 50; Pennsylvania-Reading Seashore Lines, 43; Chicago River & Indiana, 25; Akron & Barberton Belt, 15; Detroit Terminal, 10; New York & Long Branch, 7; Dayton Union Terminal, 4; Cleveland Union Terminal, 2; Penn Truck Lines, 3; Lehigh & Hudson River, 1.**



If employees on the CSX side of Conrail and the Shared Assets areas are included, presumably many of the remaining CR predecessor lines would also be represented.

A Conrail employee in Buffalo reports he still works with people who hired out on the Lackawanna, Erie, Pennsy, NYC,

## Donations

This year we have been blessed with additional donations to help the chapter and the museum. We didn't want to give you a sob story about the big bad railroad raising the rent, but it must have worked. Seriously, we want to thank each one of you and list the following names of those that have contributed extra to the chapter this year.

ALLEN COOKE  
DOUG NIPPER  
TOM HOLMBERG  
DOUG BUTZOW  
JOHN FULLER  
BRIAN HIGGINS  
CHARLES McMILLIAN  
JESS BENNETT  
LOU O'BRIEN  
ANDREW KOVAL  
MARK DICKINSON

In November Rick received a call from a survey company in Vincennes, Indiana needing information about right of way along the former C&EI south of Cauyga, Indiana. As some of you know, we have the valuation maps from 1915 which show the property and list the former owner along with book and page when the railroad made the purchase. Rick copied the area they needed and sent them along to the survey company. The only payment ask was a donation to the museum. In December we received a \$50 donation from Suffy Stradtner, attorney for the work being done. We appreciate the donation.

---

Niagara Junction, Lehigh Valley, and Buffalo Creek, and that the Indianapolis yard roster still includes Indianapolis Union veterans. He also notes that in the above NS list, that Indiana Harbor Belt and Akron & Barberton Belt are technically not Conrail predecessors; IHB is still independent, and A&BB is part of Wheeling & Lake Erie.

*TRAINS On-Line - posted 11/25/98*

## NRHS Convention 2000

The Lancaster Chapter announced their intentions to withdraw their responsibility to host the year 2000 convention in Pittsburgh, PA at the Fall BOD Meeting in Kansas City. Reasons for this action were not fully disclosed by the chapter. As a result of the Lancaster Chapter's decision to withdraw, The Board of Directors accepted the bid from the Western Connecticut Chapter to host the Year 2000 convention in Stamford, CT. The dates for the convention are July 12 through 16, 2000.

### *San Jose -Convention '99 update, November 8, 1998*

Plans are completed for operation of special excursion trains during the 1999 NRHS/R&LHS National Convention June 21-26, 1999. Specific details and scheduling are with the operating railroads, however dates, as follows can be announced.

*Tuesday, June 22*

Special Amtrak train over Burlington Northern Santa Fe Sacramento/Stockton/Richmond utilizing former Western Pacific trackage to/from Stockton thence BNSF via scenic Franklin Canyon to Richmond.

*Wednesday, June 23*

Union Pacific steam locomotive 844 will handle special UP consist Sacramento to Tehama and return via Marysville and Chico.

*Thursday, June 24*

Amtrak special train Sacramento/Oakland via Martinez; ferry to San Francisco with time for cable car and street car riding; return by former Western Pacific through Altamont Pass and Niles Canyon.

*Friday, June 25*

All day seminars on railroading and time to visit California State Railroad Museum and Railfair.

*Saturday, June 26*

Special Union Pacific train Sacramento/Keddie and return via the Feather River Canyon. UP steam engine 3985 will handle the all-day spectacular trip.

Trips on the Yolo Short Line (former Sacramento Northern trackage) are also planned as well as the already-announced McCloud River Railroad trip Tuesday, June 22nd, utilizing stream engine 18 and 25.

Convention registrants will have first call on reservations, which are strictly first-come, first-served. Registration and convention details can be obtained by writing NRHS/R&LHS Convention, P.O. Box 8289, San Jose, CA 95155-8289.

*Via NRHS NEWS - December*

## **CN, IC rebut opponents to their merger plan**

Canadian National and Illinois Central have said in a regulatory filing with the Surface Transportation Board that their merger transaction is consistent with the public interest, meeting the standards for approval administered by the Board. In the filing, CN and IC rebut comments and responsive applications from parties challenging the merger transaction. "Hundreds of parties, mostly shippers, but including governmental entities, labor organizations and competitors, recognize the overall contribution that the transaction will make to the public interest," the railroads said.

CN and IC said their application for removal of certain trackage rights limitations at Springfield, Ill., should also be granted because it is in the public interest. They recently negotiated a settlement on that point with Norfolk Southern. CN President and CEO Paul M. Tellier and IC President and CEO John D. McPherson reiterated that "We strongly believe that our proposed transaction--the acquisition of control of IC by CN and the integration of their rail operations--will promote the public interest. The end-to-end combination of two highly complementary railroads will strengthen the U.S. and North American transportation system. . . . It portends no anti-competitive effects, abandonments, service reductions or interruptions, capacity constraints, or significantly

## **Norfolk Southern among those interested in APL intermodal network**

Norfolk Southern has emerged as one of four parties interested in acquiring APL Stacktrain Services, a large intermodal shipping networks, according to the Journal of Commerce. The others are reported to be CSX, Canadian Pacific Railway, and Pacer International.

APL Stacktrain moves freight containers over 50,000 miles of railroad in the U.S., Canada and Mexico, generating about \$600 million a year in revenue. The APL system would give Norfolk Southern a transcontinental network for the shipment of containers. NS now participates in a more limited nationwide pool with Union Pacific and Conrail.

The APL system includes a pool of 16,000 containers, a fleet of railroad cars, regular routes, and a network of 67 terminals throughout the nation. APL Stacktrain was an innovator of the now industry-standard practice of double-stacking containers. The firm, a unit of American President Lines, is being auctioned off by Neptune Orient Line and its parent NOL Group of Singapore, which bought American President a year ago. NOL is the world's fifth-largest ocean shipping company. A decision on the sale is expected in 30 to 60 days.

Intermodal traffic is Norfolk Southern's fastest-growing business, and accounted for 13 percent, or \$547 million, of the railroad's \$4.2 billion in revenue last year, up 12.3 percent from 1996 and 39.5 percent from 1993. Such business can only grow as NS adds its 58 percent share of Conrail to the mix. CSX, the other Conrail buyer, already has an intermodal arm, CSX Intermodal.

*TRAINS On-Line - posted 12/10/98*

adverse labor, safety or environmental effects."

CN and IC noted that a number of parties are seeking conditions on STB approval of the merger. Some are trying to use the STB proceeding to obtain private gains or preferential treatment, CN and IC alleged. Others are attempting to delay increased competition, while other parties are pursuing remedies to some pre-existing conditions unrelated to the transaction.

CN said Union Pacific has not sustained its claims about a marketing alliance signed by CN, IC, and Kansas City Southern, which were made by UP in connection with its "opportunistic efforts to secure haulage rights on IC's traffic-rich line between Baton Rouge and New Orleans. Contrary to UP's claims, the CN-IC-KCS marketing alliance does not constitute common control of the three railroads."

CN and IC also rejected Canadian Pacific's attempt to use the STB proceeding to obtain an economic benefit unrelated to any effect of the merger transaction "In its

responsive application, CPR is asking the STB, as a condition of approving the CN-IC transaction, to require CN to divest its interest in the Detroit River Tunnel, which it jointly owns with CP. (The CN-CP Detroit-Niagara Partnership, held 50-50 by CN and CP, owns 100 percent of the stock of Detroit River Tunnel Company, the corporate owner of the tunnel.)" CN and IC dismissed as groundless CP's allegation that CN may use its current ownership position in the tunnel to block any future expansion by CP of the tunnel's capacity that is in the interest of the partnership.

CN and IC also noted that CP's divestiture request is outside the STB's jurisdiction because the partnership and all but a small portion of the assets at the center of CP's application to the agency are within Canada, not the United States. CN said it is prepared to sell its interest in the Detroit River Tunnel on a negotiated basis at a fair price and not under duress.

CN and IC also urged the STB to turn down CP's demand for a special investigation of the CN-IC-KCS marketing alli-

ance, and rejected comments from the City of Chicago, which has asked the STB to require, as a condition of its approval of the transaction, that CN-IC establish an entirely grade-separated route across Chicago, but not one that enters the downtown area. CN and IC said the city's request is part of an ongoing, pre-transaction effort to close the St. Charles Air Line and is unrelated to the merger transaction. CN and IC pointed out that the merger will result in fewer trains operating on the Air Line and offers the potential of reducing the overall amount of CN and IC freight traffic moving through the Chicago. CN and IC continue to negotiate with Chicago in an effort to respond to local concerns.

"We are looking for an alternative to the St. Charles Air Line that benefits all the railroads as well as the neighborhoods," Forrest Claypool, Mayor Richard M. Daley's chief of staff, told Crain's Chicago Business. At stake for the city is a host of neighborhood redevelopment plans that hinge on the line's removal.

"We're willing to cooperate," Ronald Lane, IC vice-president of legal and governmental affairs, told Crain's, "but the line works for us today and we need to replace it with one that works equally well." The elevated track makes a half-mile curve through the South Loop in the vicinity of 15th Street, connecting IC's north-south main line with its Iowa line. The Air Line also serves as a part of Amtrak's Chicago-Carbondale-New Orleans route and hosts freights transferring to IC yards from such railroads as Union Pacific and Wisconsin Central. In use since 1891, the St. Charles Air Line carries about 17 freight and passenger trains a day. It passes over the throat to Union Station, which carries Amtrak and Metra trains, and crosses Metra's Rock Island District at grade.

From the city's point of view, the Air Line is a huge inconvenience, dividing a new Chinatown park, bisecting the rapidly developing Dearborn Park neighborhood, and entering the ravine where the city is planning a \$35-million bus route from downtown to McCormick Place, and cutting underneath McCormick's massive new west wing, as does the Metra Electric line, a former IC property.

The city has been working halfheartedly to remove the tracks for decades, reported Crain's. In 1994, former Chicago Plan Commission Chairman Reuben Hedlund wrote a report recommending that the city begin lining up financing to help pay for the line's removal, but that initiative never gained momentum. Now, though, in a sweeping planning initiative, the mayor's office coordinated several city departments and the Illinois Department of Transportation to work out an alternative route. The city contacted five other railroads that would be affected and urged them to agree to the rerouting.

Although overall tonnage may increase under the CN-IC merger, IC says the frequency of trains on the Air Line will decrease, as will city train traffic, because the merger will allow other trains to be diverted to a yard near south suburban Harvey. Unless a permanent rerouting is created, however, the IC says the Air Line is a needed link that the railroad has little incentive to move, especially at its own expense.

"We like to be good corporate citizens," says IC's Lane, noting that the IC recently donated to the city land worth more than \$10 million for construction of Chicago's lakefront Millennium Park. "But we can't be in a position where we're spending tens of millions to remove the line ourselves."

In negotiations with the IC, the city is offering to contribute the millions it would have to spend to plan its projects around the rail line to pay for the line's removal. Merrill L. Travis, IDOT railroad bureau chief, says his department will commit as much as \$4 million to match city funds. All told, the public contributions could top \$20 million.

In addition to successfully negotiating the Springfield issue with Norfolk Southern and the unsettled St. Charles Air Line issue, CN and IC have forged settlement agreements that addressed issues raised by other parties about the merger. As a result, Burlington Northern Santa Fe and CSX, like NS, did not file, or withdrew, their requests for merger conditions.

*TRAINS On-Line, posted 12/23/98*

## **Chicago Metra on-time performance slips slightly**

On-time performance for Chicago Metra commuter trains for January-October 1998 slipped from 97.3 percent in 1997 to 95.8 percent in 1998. Reflecting the U.S. commuter railroad standard, Metra considers a train to be "on-time" if it reaches its final destination up to 5 minutes behind schedule.

Metra cites three major causes for the slippage. Tops is freight-train interference, especially on its Heritage (IC to Joliet) and South West (NS to Orland Park) corridors, where Metra trains encounter intersections controlled by six different carriers. Metra is conducting a yearlong study of 11 freight-line intersections on those two routes. The agency operates 11 lines out of four downtown terminals over routes owned by six freight railroads plus Metra itself. The agency says its three best on-time routes are those with the least freight-train interference.

The second major cause is passenger-train interference, by both Amtrak and Metra's own trains. Metra now operates more weekday trains than at any time in its nearly 15-year history, and Amtrak's growing mail and express business has caused delays near Union Station. Metra also cited changes at the Mayfair crossing of its UP-Northwest and Milwaukee District-North lines, under control of UP and to which some signal-block adjustments now are being made.

The third major cause of delays is passenger handling, a direct result of Metra's success in attracting more riders as it heads for a second record ridership year in a row. Higher volume means longer train boarding times at some stations and more cars for some trains; longer trains take more time to accelerate. Further, all Metra trains now include at least one new car that's accessible to passengers with disabilities, which automatically affects all stops because doors on these cars take longer to close, and any use of the wheelchair lift adds at least two minutes. Metra is studying timetable adjustments to re-

flect new operating realities, including minor changes in some departure times and addition of a few minutes' running time for some trains with unrealistically tight schedules. Metra is reviewing all schedules, especially those unchanged in many years, to see if more changes are required by ridership growth at certain stations and the opening of new stops.

*TRAINS On-Line, posted 12/23/98*

## **Norfolk Southern Announces Planned 1999 Capital Spending**

Norfolk, VA — Norfolk Southern Corporation (NYSE: NSC) plans to spend \$1.07 billion for capital improvements to its railroad operations in 1999, David R. Goode, chairman, president and chief executive officer, announced today. This compares with \$903 million planned for 1998.

“Our projected 1999 capital spending includes \$651 million for roadway projects and \$387 million for equipment,” said Goode. “Included in those amounts is approximately \$300 million of projected spending related to the Conrail lines to be operated by Norfolk Southern.”

The \$651 million of roadway projects includes funding for: 1) rail, crosstie and ballast programs; 2) bridge programs; 3) improved signaling and communications; 4) new and expanded intermodal facilities; and 5) track improvements such as double-tracking and passing sidings on portions of key routes on the new expanded Norfolk Southern system. “Our 1999 roadway spending continues to reflect our commitment at Norfolk Southern to the highest levels of safety, service and efficiency,” added Goode.

Equipment spending totaling \$387 million includes the purchase of: 1) 138 six-axle high-adhesion locomotives, and 2) new freight cars including multi-level automobile racks, high-cubic capacity 60-foot cars for automotive parts, and covered coil cars for steel. Also included in the

equipment spending of \$387 million is \$87 million that will be spent to support ongoing programs to better utilize existing equipment. This includes the coal car rebody program, recertification of multi-level automobile racks, rebuilding high-cubic capacity boxcars and medium-cube covered hopper cars, and modifying open top coil cars.

*Via Norfolk Southern Corporation,  
December 21, 1998, <http://www.nscorp.com>*

## **CSX joins operations decentralization parade**

CSX Transportation has launched a program to push operating decisions, and the accountability that follows that authority, to the field, a change that CSX expects to improve the company's service to its customers and its bottom line, reports the Florida Times-Union. The local area management plan, part of a trend toward decentralization in U.S. railroading, is also a response to service problems exemplified by Union Pacific's recent problems out West.

CSX's pilot program starts in the Nashville Service Lane (Division). After working out the bugs for a few months, it will be implemented throughout the CSX system by June, officials said. CSX has created 62 management districts that include 252 local areas, said Sid Johnson, general manager for terminal operations.

CSX's trainmasters, the people responsible for the flow of cars between customers, will be given the authority to make business decisions in concert with the railroad's sales force about how to deliver the products and how to operate the equipment. In the past, they just had to worry about safety issues and meeting their budget. Now, each area's financial performance will be judged on the business decisions of the trainmasters, and weekly scorecards that read like profit-and-loss statements and monthly final reports will measure those results.

The 252 local areas do not include CSX's coal, automobile, or intermodal service. Those products, which account for more than 50 percent of the railroad's business, have distinctive networks that don't mix with cars filled with merchandise such as chemicals, metals, grain, and other food products.

“The best decision-making is made closer to work,” said Ron Conway, the CSX executive who joined CSX from a similar post at Conrail. He said the decentralization won't mean fewer jobs at headquarters, but in many cases those jobs will support local managers. “It's not really a major change in roles. What we're really doing is getting better information to the first-level manager and giving him the ability to make changes.” Conway started a similar program at Conrail in 1997, which analysts say improved the railroad's operating performance.

The Conrail initiative “helped facilitate a change in management style, away from the top-down militaristic style typical in railroads and gave those who really know what to do the facts to work with,” Ed Motte, a general manager in Conrail's Indianapolis division, told the newspaper. Indianapolis will reduce its operating costs by more than 10 percent per car this year, Motte said. The division will become part of CSX's network when it begins to operate Conrail in early 1999.

While 20 percent of managers may adapt easily to their new responsibility, Johnson said he expects 80 percent to be resistant to change. CSX has started a training program to teach management skills to trainmasters and district officials in order to limit problems during the transition, Johnson said. The railroad picked Nashville for the test because Nashville has a good merchandise mix, opportunity for business growth, and the local managers have a strong relationship with Johnson, once CSX's top official there.

*TRAINS On-Line, posted 11/18/98*

## Riding the rails in Hazel Dell

Close your eyes and imagine a time when the distance between Casey and Hazel Dell seemed like a million miles. It might as well have been a million miles in 1865, for the ten mile trip to Casey and the ten miles back home would have taken all day in a horse and wagon.

With the coming of the railroad in the last half of the nineteenth century, thousands of the small towns of rural America previously isolated from their neighbors were suddenly connected to other communities.

These early rail systems provided numerous benefits to these small (and even large) settlements. The railroad provided news, merchandise for general stores, building supplies, a way of marketing local goods, and mail, as well as transportation. Hazel Dell benefited from the arrival of trains as much as any other community at the time.

The Danville, Olney and Ohio River Railroad was organized under a charter granted on March 10, 1869. The proposed route for the railroad began on the north bank of the Ohio River in Massac County, Ill. and ran northward to the city of Chicago.

Work began on the northern end of the track and pushed south toward Kansas, Ill. In 1876 there were only eight miles of track between Kansas and Westfield, and this section was put into operation in 1878. The remaining 13 miles of track progressed slowly, and was completed in 1879.

In 1881 the work began again and 57 more miles of track were added. The railroad ran all the way to Olney where it formed a link between the Ohio and Mississippi on the south and St. Louis and Indianapolis on the north in 1882.

This line ran through the west part of Clark County and through the eastern portion of Crooked Creek Township, in Cumberland County, with a station at Hazel Dell. The railroad became vitally important in this area because of the oil boom in Clark County.

The first trains were just a freight with a passenger coach on the end, added around 1898. The first ticket agent in Hazel Dell is believed to have been Joe E. Stanford, who was also the telegraph operator and express agent.

Hazel Dell maintained a railroad depot for many years and several men held the position of agent, including: Elias Graham, Tom Payne, Milo Knight and a man named Tohill. In 1907 Winfield Harrison was transferred from Westfield to the Hazel Dell station and he held this position until 1919.

This railroad saw many changes in ownership during its existence as it underwent takeovers and re-organization. The business was foreclosed upon by the Chicago and Ohio Railroad in February, 1886, and later sold to the Peoria, Decatur and Evansville Railroad.

On the February 4, 1899, the line merged with the Indiana, Decatur and Western railroad, but was soon consolidated with the Cincinnati, Hamilton and Indianapolis line in August of 1902. Following foreclosure in 1915, the company was purchased by Fredric F. Echer, who in turn sold it to the Sidell and Olney Railroad Company in December of 1915.

The Yale Short Line became part of the Kansas and Sidell System under an operating lease. Businessmen and farmers of Cumberland and Jasper Counties helped support the rail company as the railroad which ran from Richland County to Vermilion County during the early part of the 1900's was one of the earliest means of transportation for farmers' crops.

During the last part of the railroad's operation in Cumberland County there was a coach that resembled a street car that transported students to Casey to attend high school, and for mail delivery. This rail car was operated by Albert Hunsaker and Clem H Hunt of Jasper County, and was called the "Yellow Jacket" or the "Doty." This line continued to operate until 1938, when in November of that year the line known as the Yale Short Line was abandoned and its tracks taken up.

The "Doty" was probably named for the railroad in the area which was in existence

from 1880 until the 1920's. The car made two round trips each day from Yale to Casey, arriving each morning in Hazel Dell around 7 a.m. It stopped at the train depot and at every cross road where passengers were waiting, and returned to Hazel Dell around 4:30 p.m.

The coach was short on modern-day amenities. There were seats on each side and across the back with heat provided by a small heating stove in the middle of the car. The driver was also the conductor and ticket taker. The cost for daily transportation to Casey was around 15 cents one way and a discount ticket could be purchased for the whole week for \$1.25.

The rail car made it possible for students to attend high school in Casey. Some students who didn't live close enough to ride in ever day would leave on Monday morning with clothes and food for the week and board in Casey.

The Yale Short Line deeded the right of way and all its property to I.H. Cooley, Jr., on December 24, 1938. This ended Hazel Dell run of the railroad. Various railroad lines had held and occupied the right-of-way in Cumberland County continuously since March 10, 1869.

During its heyday the rail road's tracks covered 85.35 miles including 8.36 miles of rights over the Illinois Central Line from West Liberty, Ill. to Olney. The old rail road served Olney, Dundas, West Liberty, St. Marie, Willow Hill, Hunt City, Yale, Advance, Hazel Dell, Casey, Westfield, Kansas, Warrenton, Brocton, Morton, Hume, Hildreth and Sidell.

*(Ed: The above article was reprinted in the April 1998 issue of The Good Life. It is taken from the pages of a booklet compiled by the Hazel Dell Homecoming Committee. The "Olney Road" is mentioned in the book, "The History and Romance of Danville Junction" as one of the important feeder lines to the C&E. In later years several hand-me-down locomotives ended up on the K&S before it faded into history. You can still see the grade in Sidell and various locations south through several of the named towns above. Our thanks to member Bruce Bird for forwarding the article to us.)*

## New Amtrak Cascades Trains Tested For High Speed New Passenger Trains To Debut in December in Pacific Northwest

**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 assembled 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 News Release*



## Kansas City Southern leads pack in volume growth

Partially because of its Mexican, or "NAFTA" emphasis, Kansas City Southern and its affiliated carriers have posted the U.S. rail industry's strongest volume growth so far in 1998, reports the Journal of Commerce. Through the first nine months, KCS boosted total shipments handled by 11 percent as the rest of the industry's traffic rose only 1 percent. Surging traffic increased third-quarter revenue for KCS and its U.S. affiliates, Gateway Western and Texas Mexican, by 10 percent to \$157 million. Net income tripled to more than \$11 million in the third quarter for the U.S. rail operations and KCS's minority ownership in a Mexican rail venture, the Northeastern network known as Transportacion Ferroviaria Mexicana, or TFM. KCS's president, Mike Haverty, said a major reason for the traffic growth was KCS's investment in TFM, in which KCS owns 49 percent. The majority ownership in the newly privatized carrier is held by Transportacion Maritima Mexicana.

Volume growth between KCS and TFM has included new automotive business that is originated in the Midwest on Canadian National or Norfolk Southern or northbound vehicle shipments to those carriers from Mexico. Grain exports to Mexico also have grown.

Haverty said steps taken by KCS, such as a new coal contract and strong domestic grain shipments to poultry producers, were the key reasons for that railroad's growth. Intermodal traffic, with a 21 percent improvement, has been the fastest volume gainer on KCS. That growth is due to higher volumes of joint service between Texas and the Southeast that involves KCS and NS, Haverty said.

KCS also included results from Texas Mexican, which it owns jointly with TMM. The Texas regional showed 46 percent revenue growth in the third quarter as it bridged traffic between its corporate affiliates and handled haulage shipments for other carriers. However, the Tex Mex re-

ported an operating ratio of 102, as operating costs that exceeded revenue by 2 cents on the dollar. Haverty said facilities improvements and more expeditious handling of Tex Mex trains that use UP track-age rights between a point near Corpus Christi and a connection with KCS at Beaumont, Texas, would reduce expenses on the regional.

*TRAINS On-Line - posted 11/4/98*

## Wheel Report

**IC CHANGES** - effective today (1/4/99), IC has abolished the following trains:

MHME (Markham Yard-Memphis freight)

MEMH (Memphis-Markham Yard freight)

RGL07 (Job 7, Glenn Yard-Markham transfer)

These trains have been replaced by new symbols:

GLME (Glenn Yard-Memphis freight) with a listing spread of 6:00am to 9:00am at Glenn Yard.

MEGL (Memphis-Glenn Yard freight) with a listing spread of 4:00am to 7:00am at Champaign.

What they've basically done is change the terminal and add more work (taking over transfer between Glenn and Markham), while keeping nearly the same schedule. MHME/MEMH has always been an easy run where crews sometimes can "take the quit" and mark off only 5-7 hours after going on duty. So, management decided to put more work on them. Of course with more opportunities for Chicago delays, GLME will probably arrive slightly later around here, say late morning to almost noon.

The crew turn will remain the same with GLME's crew laying over in Champaign overnight and listed for the next day's MEGL. For the displaced crew from RGL07, they've established a third Glenn Yard Lead job (symbol unknown: RGL??)

*From Erik Coleman*

**HALEY TOWER CHANGES** - I had a chance to look at the plans for Haley today. From the drawing I saw, Haley still

stands with 9.75' clearance? I forgot to ask for a copy, so I am going from memory.

Looks like the current CR mains shift south/east by a few feet, the stamper lead is gone and there is a new turnout sitting where the #19 switch is in front of the tower now. The drawing clearly shows the tower and current relay hut north of it, with the word "clear" next to the 9.75' measurement. Hope this means the tower is in the clear, since the tower operators keep hearing that the tower will be razed for installation of the switch where #19 is.

The Asst. TM told me he's been told work will begin on x-overs in April and culminate in September, with everything operational as intended by October 99. He's also been told the tower is where the switch will go even though the drawings don't show it, but all the changes will be made and then the tower will be cut out; so as to minimize disruption to traffic flows. Of course he also said no money has been allocated for the project yet.

I wish I could get somebody to tell me for sure, what will fit where. I still haven't received "official" notification that we have first refusal. I am operating based on the word of the Facilities Maintenance Supervisor in Louisville, who is bouncing all this through JAX and says he has final say regarding what happens to the building. He told me several months ago a letter was coming, so I'm being patient. I realize we're not exactly a priority on their list.

*From Bill Foster*

## History of the NRHS emblem

On the return route to the city in the dusk of a beautiful Sunday in Spring, the 11 car railfan special stopped at a suburban station to discharge a portion of its satisfied riders. Linger on the station platform to watch the train pull out on the final leg of the interesting trip, the alighted fans and their friends displayed admirable smiles as the rear car rolled past them. For there, brilliantly illuminated in full color, in the form of a drum sign on the train's end gate was the attractive emblem of the National

Railway Historical Society. The drum sign gradually disappearing into the early evening darkness signaled the end of another good day in our excellent hobby.

The train-end drum signs owned by several of our chapters are probably the most dramatic presentations that are seen by railfans and the general public alike, of our Society's emblem and insignia that was once described by a noted industrial designer as an "extremely pleasing and well balanced herald that emphatically conveys the firm purposes of the organization" The emblem appeared in many forms printed on stationary, publicity literature, flyers, menus: formed into lapel but tons and tie-clips; woven into banners and shoulder patches and made into decal transfers.

The official emblem now in use is the second one designed for the organization since its founding in 1935. Shown in black above, it replaced the original "Keystone" design, shown above near the present insignia. was first presented and adopted at a board meeting held in Lancaster, PA on Sunday, February 13, 1936. It represented the first attempt to establish a herald for our then very young railway club. The thought behind the Keystone shape, as described in early publications of the Society, was "to symbolize the paramount importance" of the work that this organization can and will do for posterity. The trolley and locomotive represented models and indicated the extreme interest of our original members in scale model railroading. However, because many persons thought it gave an impression of a "leaning toward the Pennsylvania Railroad due to the shape of its outline, the board of Directors, at the suggestion of Ed Reese of Lancaster, authorized the groundwork for a new emblem design in October '36.

Mr. David Bowers of the Philadelphia Chapter, a highly skilled professional artist and designer, finally perfected the present circular shaped herald with the attractively-proportioned 4-4-O gracing its center focal point. It was adopted by official action of the Board at a special meeting held in Philadelphia on Thursday evening, January 7, 1937, and has remained the same ever since, with the exception of

one slight design revision. The original drawing had a silhouetted map in the sky over locomotive, but because this may have blurred on small reproductions, it was removed from the design in October 1947.

Our present emblem first appeared on the April 1937 "Bulletin" and also on membership cards for that year. By July of that same year, Mr. Bowers had adopted the design onto a membership button, the first which were hand assembled by another member, Martin Flattley.

Prints of the original artwork of our emblem, suitable for enlargement or reproduction are available without charge to authorized National or Chapter officers. When it was desired to prepare Society presentations of any nature which would be attractively enhanced by embodying our organization's official emblem, NRHS officials or their representatives are requested to contact the National Office.

*From the "Bulletin" circa 1961*

## **STB declines to open up Houston**

The Surface Transportation Board has decided that rail service has improved considerably around the Houston region and has rejected a plan by a group of shippers to open Union Pacific's network to new competition. The sponsors of a so-called "consensus plan" for increasing competition in the Gulf Coast region had argued that the serious delays and congestion that began in summer 1997 could occur again if UP's dominance continued.

The STB said it had every reason to believe that UP's service problems were a passing phenomenon caused by the 1996 merger with Southern Pacific. "The UP service situation, although still not perfect, has improved considerably and all indications are that it will continue to improve," the STB said in a published decision.

It said the UP-SP merger had not caused "substantial competitive harm," and that shippers served by two railroads before

the merger had been given access to an alternative service provided by Burlington Northern Santa Fe. STB said it shared an interest in preventing future rail crises but could not approve the shippers' plan, led by the chemical and plastics industries, which would give some customers access to more railroads than before the merger. Such a move amounted to "open access," beyond the STB's authority and a matter more appropriately debated in Congress, it said.

The STB did endorse a plan allowing a new multi-railroad dispatching center at Spring, Texas, set up by UP but including BNSF people too, to have authority to give trains a clear route through Houston. Kansas City Southern, whose affiliate Texas-Mexican runs trains through Houston on trackage rights, was invited to participate in the new Spring center but declined. Texas Mexican is jointly owned by KCS and Mexican transport giant TMM, or Transportacion Maritima Mexicana SA.

*TRAINS On Line - posted 12/23/98*

---

## **Amtrak Midwest Corridor Routes Improve as Passenger Rail System Posts Nationwide Gains for Fiscal Year 1998; Strong Starts for Fiscal Year '99**

**CHICAGO**— Amtrak Midwest Corridor routes radiating from Chicago posted strong gains during fiscal year 1998 (Oct. 1, 1997-Sept. 30 1998), reflecting similar improvements throughout the passenger railroad's nationwide system. Midwest Corridor routes, which serve such cities as Milwaukee, St. Louis, Kansas City, and Detroit/Pontiac, Mich., saw ridership climb 4 percent above FY'97, from 1.5 million to 1.6 million passengers.

Nationally, during the fiscal year that ended Sept. 30, Amtrak carried 21.1 million passengers, 4.5 percent more than the previous year and the largest annual increase in a decade. Passenger revenue topped a billion dollars for the first time in the corporation's 27-year history, and on-time performance improved four percentage points to 78 percent, the highest in 13 years.

Among the Chicago-based Midwest Corridor routes, highlights include the Chicago-Milwaukee Hiawatha Service, where ridership increased 12.5 percent, totaling 406,293 passengers in FY'98, up from 361,212 during FY'97. Ridership on the St. Louis-Kansas City route rose 14.5 percent from 156,300 passengers in FY'97 to 179,040 in FY'98. The Chicago-Carbondale Illini posted a 15.3 percent increase during the period, rising from 88,801 riders to 102,414. Ridership on the Chicago-Quincy, Ill., Illinois Zephyr increased 17.1 percent, totaling 96,368 passengers in FY'98, up from 82,312 in FY'97.

Amtrak President and CEO George D. Warrington said, "All the employees at Amtrak have rededicated ourselves to providing a customer-focused, commercially viable rail system, and these ridership increases prove that we're heading in the right direction, not only on Midwest Corridor services, but with our national system, as well."

Amtrak recently unveiled a new Strategic Business Plan, which includes initiatives to build a market-based network and develop higher speed corridor services. The business plan will enable the railroad to achieve operating self-sufficiency, as mandated by Congress, and build a modern national passenger rail system. During the first two months of the new fiscal year, which began Oct. 1, the positive trends established in FY'98 are continuing. Amtrak system-wide ridership increased 2.9 percent during the two-month period, with November ridership up nearly five percent. On-time performance system-wide improved to more than 80 percent in November.

*Amtrak News Release 12/28/98*