

FIRST CLASS MAIL

"THE DANVILLE FLYER"

DANVILLE IL 61834-1013

P.O. BOX 1013

NATIONAL RAILWAY HISTORICAL SOCIETY

DANVILLE JUNCTION CHAPTER



A southbound CSX Passenger Special is about to pass the depot at Rossville, Illinois in June of 2000. Lead by FP40 #9993, the consist included the power/dorm car "Kentucky", open end obs "West Virginia", sleeper "Mississippi", open end obs "Baltimore", diner "Greenbrier", lounge car "Michigan" and theater car "Georgia". Photo by Jesse Bennett

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

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Number 6

Coming Events

September 17, 2000

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

August 12 & 13, 2000

Monticello, IL — Caboose Days, look for our Wabash caboose #2824 to be in the consist. See article this issue.

August 13, 2000

Wheaton, IL - Great Midwest Train Show, DuPage County Fairgrounds, 10 AM-4PM, \$6. (Rick will be at this show selling in the parking lot)

September 9 & 10, 2000

Springfield, IL - Great American Train

Show, Illinois State Fairgrounds, 11AM-5PM, \$6.

October 7, 2000

Annual fall C&EI Historical Society meeting at Watseka, Illinois.

Next Meeting

The next chapter meeting will not be until September. Remember no meetings in the summer months.

In late May we had visitors from Austria. Around the end of April I received an E-mail from a railfan and modeler in Maeder, Austria. He had been to Danville briefly

on business in February and was returning in May for a week. He searched the Web for "Danville" and found our chapter home page. Contact was made and on the first weekend of their visit I took them to the museum. The two visitors are engineers with an Austrian company selling equipment to Krupp-Gurlach.

Walter Draxl is a modeler and railfan and plans to build a layout of American prototype. He took photos of the layout and interior of the building. CSX even ran a train for them. He purchased several model magazines, hats and cups and I gave him some souvenirs of the depot. Bob G. was at the museum and the four of us had an interesting conversation about life in their home country and rail and highway travel here. After the northbound CSX train went past Walter's friend was amazed at the length and size of the equipment. A long

Continued on Page 6



Indiana tower group scores again, saves Spring Hill Tower in Terre Haute

The Haley Tower Historical & Technical Society took ownership of Spring Hill Tower in Terre Haute, Ind., on June 1 and hopes to move the two-story building to its proposed museum site within a year.

Canadian Pacific sold the white, wood-frame tower to the society for \$10. "Employees are happy that the tower is being saved. There's a lot of history for them also," said CP Road Manager Anthony Fletcher.

The tower, CP's last lever switch tower in the U.S., guarded the crossings of three rail lines for 89 years on Terre Haute's south side. Spring Hill Tower was a busy place because the Chicago, Terre Haute & Southeastern, Chicago & Eastern Illinois and the Evansville & Indianapolis railroads crossed there. The tracks now belong to CP and CSX.

The Chicago, Terre Haute & Southeastern Railroad built the current Spring Hill Tower in 1910, replacing an earlier one erected in the late 1890's along a towpath of the old Wabash & Erie Canal. The tower eventually became the property of two successor railroads, the Milwaukee Road and the Soo Line, now CP.

The tower closed in 1999 when switching was automated and dispatchers were transferred to Jasonville, Ind. The tower still holds 16 of the original 40 4-foot-tall metal levers that operators used to throw switches and line signals.

"Haley was the last manned interlocking tower in Indiana outside the Chicago area of any railroad. Spring Hill was closed before Haley, and they told me it was the last lever tower on the Soo Line," said Bill Foster, the tower society president. "They're pretty few and far between."

The society needs to raise \$40,000 to move the Spring Hill Tower by June 1, 2001, to the site of its proposed Wabash Valley Railroaders Museum five miles to

the north at 1316 Plum Ave. The not-for-profit group moved Haley Tower off of CSX property last fall and installed it over the winter 50 feet away on the proposed museum site. The society plans to open Haley Tower to the public at the end of June, Foster said.

Donations for the Spring Hill Tower move may be sent to the Haley Tower Historical & Technical Society, P.O. Box 10291, Terre Haute, IN 47801. For more information, check www.haleytower.org *TRAINS On-Line 6/7/00*

Union Pacific, Thrall Car team up for bigger autorack for SUV's, pickups

Fielding a big enough fleet of bilevel autoracks to keep up with consumer demand for pickups, minivans, and sport utility vehicles has been a problem for railroads and, by extension, the automakers.

Union Pacific and Thrall Car Manufacturing have developed a new rail car aimed at accommodating the booming SUV-van-truck market, as well as automobiles, without sacrificing delivery times. The first cars of a 385-car order for the the "Q2" multi-level autoracks was delivered May 31 from Thrall's Cartersville, Ga., plant.

"Railroads are facing a dilemma as America's taste for sport utility vehicles (SUV's) and mini-vans continues to grow," said Chris Schmalbruch, senior vice president of marketing and sales for Thrall Car. "Railroads need a new autorack design designed to accommodate more trucks, SUV's and mini-vans per train and per rail shipment."

But just building a bigger car isn't necessarily the answer, railroaders say.

"Automotive manufacturers are telling us that velocity is a critical driver for their business and they want to mix more of their vehicle types from multiple plant origins to build loads faster. But adding

more dwell time at origin so railroads can build 'jumbo' shipments is counter-productive," says Joe Leppert, UP's vice president and general manager-auto.

Enter the Q2. "The Q2 is highly compatible with our existing fleet and customer loading patterns. In other words, it's bigger, but not too big. It combines the right balance of capacity and flexibility to accommodate more SUV's, trucks, and minivans per shipment than current technology—without sacrificing velocity," Leppert said.

The Q2's integrated, unibody design takes advantage of all available space within rail clearances and operating tolerances. The Q2 dimensions—at 90 feet long and 20 feet, 2 inches tall—are the same as a regular TTX autorack. But the secret lies in using the well between the car's trucks. By using that space—which is not utilized on a traditional autorack—the cars can carry 13 SUV's, vs. 10 for a typical bilevel.

The result is a rail car that delivers higher capacity than existing multilevel designs and permits automotive manufacturers to ship mixed loads of most vehicle types including trucks, SUVs and minivans, with up to 16 high-profile vehicles in a trilevel configuration—a load that isn't possible with conventional multilevel equipment. A train of 60 Q2 rail cars can carry 30 to 50 percent more SUVs and minivans than a similar 60-car train using existing multilevel equipment. The Q2 also offers a more secure, fully enclosed environment to ensure vehicles are delivered to destination in factory-fresh condition, Thrall says.

TRAINS On-Line 6/7/00

CSX, still trying to work off congestion, leases more Helm locomotives

CSX has leased 20 additional SD40/SD40-2/SD40-3/SD45-2M locomotives from Helm Leasing. This group had previously been on long-term lease to Transportacion Ferroviaria Mexicana (TFM) in Mexico.

The units were returned to Helm following

the arrival of new TFM SD70MAC's and AC4400CW's. Most are still painted in the TFM paint scheme. Some were in the process of being renumbered back into their prior HLCX number slots when they were leased to CSX.

The group includes:

+ Three SD40-3's: HLCX 6000 (was TFM 1500), HLCX 6100 (was TFM 1503), and HLCX 6059 (was TFM 1504).

+ Ten SD40-2's: TFM Nos. 1505, 1506, 1507, 1508, 1509, 1510, 1511, 1512, 1513, and 1515.

+ Four SD40's: HLCX 5020 (was TFM 1518), HLCX 5022 (was TFM 1519), HLCX 5023 (was TFM 1520), and HLCX 5027 (was TFM 1521).

+ Three SD45-2M's: TFM Nos. 1524, 1525, and 1526.—

Conrail Technical Society, via TRAINS On-Line 6/7/00

Johnstown America Corporation Completes Delivery of 390 Aluminum Coal Cars to Alliant Energy

JOHNSTOWN, PA—Alliant Energy has received delivery of 390 BethGon aluminum coal cars from Johnstown America Corporation. Including this order, Johnstown America has built 1,987 coal cars for Alliant Energy since 1984. Built at the company's Danville, IL, facility, the BethGons will be used to haul coal from the Powder River Basin to Alliant Energy and its subsidiaries.

Johnstown America's aluminum BethGon coal car features a double-tub floor for extra capacity. Introduced over 23 years ago, more than 57,000 BethGons have been produced and they continue to be the workhorse of the coal transportation industry.

"Alliant Energy has been a long-term customer of ours," noted David Kalina, Product Line Manager with Johnstown America Corporation. "They understand our commitment to producing a high-quality product at a competitive price. We're pleased to be again supplying our products to them."

Alliant Energy is an energy services corporation based in Madison, Wisconsin. The company serves more than 1.3 million electric, natural gas and water customers in Iowa, Illinois, Minnesota and Wisconsin, and it has diversified operations both domestically and internationally.

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

Looking back at Rail Fan Trips

When I look back at the fantrips I have taken I usually classify them as before or after Amtrak. When the railroads had their own passenger departments' excursions were sponsored by civic organizations, railfan clubs, or even the railroads themselves.

As steam locomotives, interurbans, and some passenger trains were disappearing the railfan clubs became very active in sponsoring special trips. There are many trips I didn't get to take; however, the ones I rode on and photographed are very special to me.

Living near Chicago was very advantageous since there was good passenger service from Lafayette (a pair of trains on the Monon and three pairs on the New York Central.) Another advantage was the many railfan clubs sponsoring trips. One of those clubs; the Illini Railroad Club; was based in Champaign, Illinois, and most of the excursions I went on were

sponsored by them.

As a new railfan, I didn't know exactly what an "Interurban" was, but I remembered my parents talking about riding the electric cars out of Lafayette and Danville and thought that would be fun. The Chicago, North Shore & Milwaukee was a popular railroad for railfan trips and when the Illini Railroad Club scheduled a trip some of us college students signed up. We could go to Chicago one evening, ride the train the next day, and return to Lafayette that evening. A night at the YMCA hotel made the trip affordable.

On that memorable Saturday, we went to the EL to board the train. This old farm boy thought it to be a strange place to put a depot, but my education was just beginning! The train consisted of four of the North Shore's rebuilt green, red and silver cars; one of them a diner-lounge- the last one on an interurban. A multitude of photo stops were made on this high-speed

double track mainline to Milwaukee. The train even pulled into an electric railroad museum so that we could photograph streetcars, interurban cars, box motors, etc. (sorry I do not remember the location names). After we arrived in Milwaukee busses took us to an industrial site where we rode a streetcar that was used to transport workers to the factory. This may have been a remnant of the old Milwaukee Electric.

When we returned to the North Shore Depot an Electroliner had arrived, so I got to see one in service but never got the chance to ride in one. Our return to Chicago was a very speedy one since we had to keep ahead of the Electroliner. On the return we rode in the lounge and met Maurice Klebolt, president of the Illini Railroad Club, who told of an unusual trip the Illini Club was sponsoring for late summer.

In the years between 1898 and 1912 sev-



At the left we see the IT special parked in front of the Attica depot allowing photographer Wade the moment to record history.

eral interurban companies were incorporated to connect cities and towns in West Central Indiana and Eastern Illinois. The interurban systems of Ohio and Indiana were connected, and some through service was offered. It was possible to go from Lafayette to Indianapolis to Dayton faster, cheaper and cleaner than on the steam powered lines as my Aunt did before the interurbans were abandoned.

The Central Indiana and Illinois interurban systems were never connected; although, it was only 46 miles between Danville, IL. and Lafayette, and 41 miles between Danville and Crawfordsville, IN. *(Editor: At one time the IT ran a special on the P&E using IT cars. The cars were moved to the P&E and Danville, hauled to Crawfordsville and put back under the wire for the remainder trip to Indianapolis. The trip was to hopefully drum up dollars to build the link but it never occurred.)* The crossing of the Wabash River was obviously an obstacle; however the bridge between Attica and Williamsport below the US 41 bridge was reportedly built to accommodate interurban cars. Whatever the reason, the half-dozen proposed lines never went beyond the filling of incorporation papers.

After my experience riding the North Shore cars, I was overjoyed to hear of a special excursion planned by the Illini Railroad Club using former Illinois Terminal Interurban cars. The route was not on an interurban, but on a route that was paralleled by interurbans in Illinois (Springfield-Decatur-Danville) and Indiana (Lafayette-Fort Wayne).

On Sunday, August 2, 1959 that special train between Champaign and Lafayette

on the Wabash Railroad arrived in Attica, IN. The train was powered by one of the Wabash's passenger GP-7's; No. 474. Car No. 233 "Urbana", a coach-baggage car rebuilt from a dining car at the Illinois Terminal Shops in Decatur (1940) was coupled to the locomotive. Originally built by St. Louis Car in 1906, it retained a small snack-bar at one end.

The second Car No. 234 "Champaign" was a parlor-observation trailer car rebuilt in 1936. Built at Danville in 1910, it had originally been motorized. Each car seated about thirty passengers, and they were used as office cars by Illinois Terminal Officials before being sold to the Illini Railroad Club.

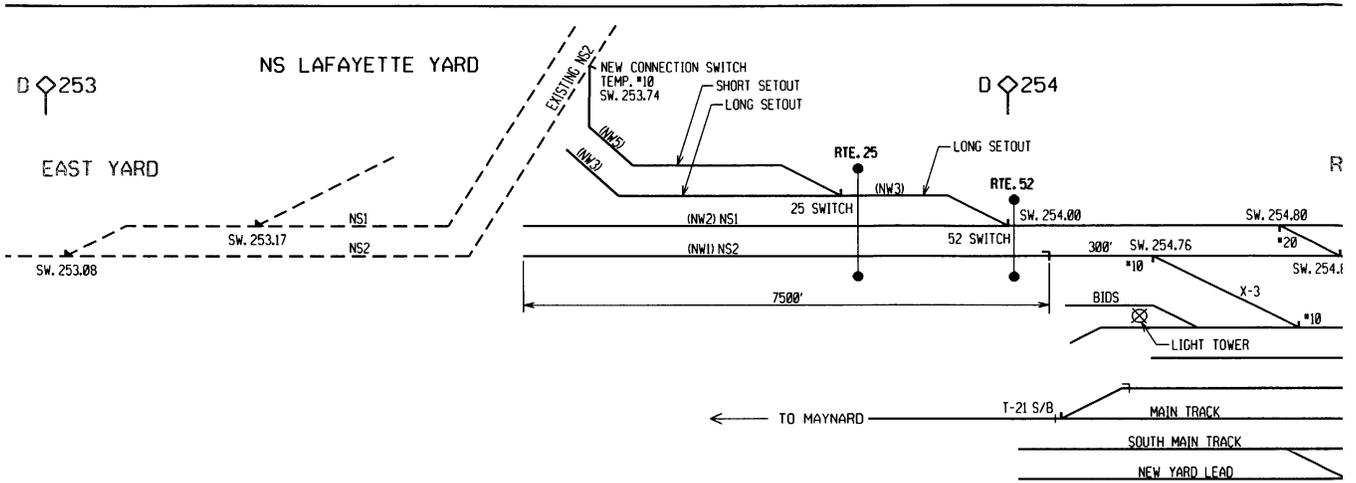
Upon crossing the Wabash River bridge,

this very special train stopped and backed over the bridge allowing me to get pictures of both sides of the train. The train then stopped at Attica's picturesque depot and the locomotive was uncoupled so that the excursionists could get photos of the interurban cars alone. All that was missing was a trolley wire; the pole was not raised. Even with the absence of a wire, an interurban had connected Danville and Lafayette.

Photos and article by member Wade Frasch, San Jose, CA., the Hoosier connection to the West Coast



Wabash 474 leads the IT cars across the Wabash River Bridge, Attica.



Lafayette Relocation Project

Above and below are two parts of the line diagram for the Lafayette Relocation Project. We prepared the detailed drawings for both railroads plus the contractor as Norfolk Southern begins using a portion of the route. On July 11 NS began movements through the corridor to gain access to CSX on the way to Crawfordsville.

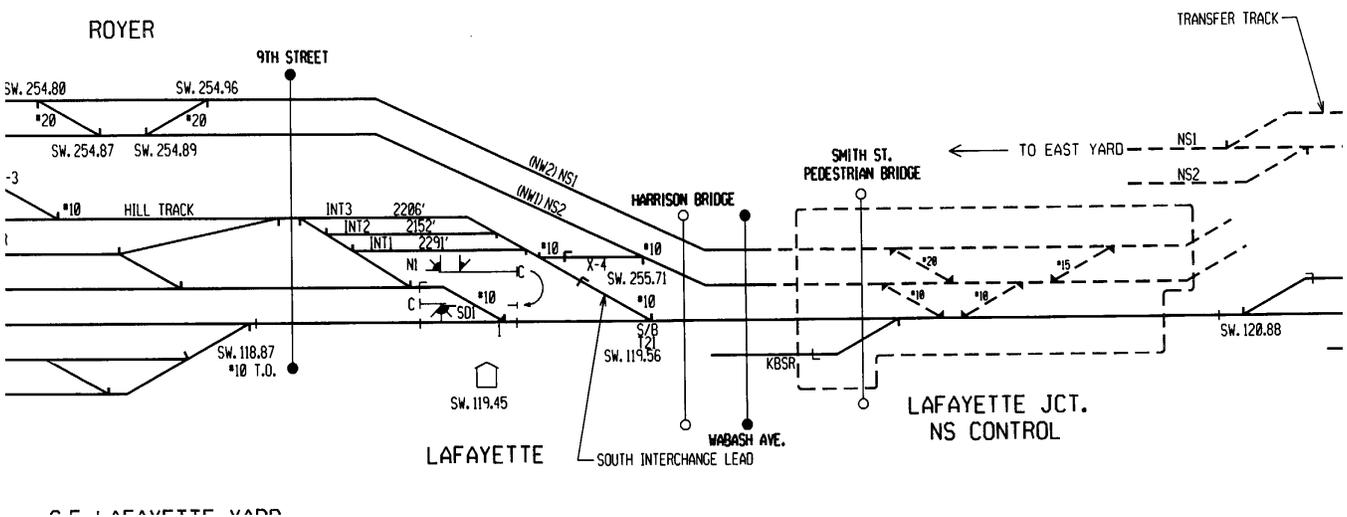
The top map is the east one-half of the project. East yard and the dotted lines are existing track. The two NS new main tracks are not connected yet and access is through the "wye" track that connects with a temporary switch. The far right is "Royer" the new control point with universal No. 20 crossovers. Below Royer is the CSX yard and the BIDS facility.

The bottom map is from Royer to Lafayette Junction at Smith Street. There is a connection to the new interchange yard under the Harrison Street bridge. At Lafayette Junction CSX (solid line) will be parallel with NS. The first dotted line is the "Decatur Main" and the second is the "Muncie Main". These are not connected yet. The top dotted lines are existing lines through Lafayette.

Operation now is out of East Yard on the connection, over Route 25 and 52 on the "eastbound" track, then through the crossover to the westbound and to the interchange connection. The train then backs up into the interchange until clear of the crossover, then get permission from CSX to enter the mainline and heads south to Crawfordsville. After August 11 movement will be through a crossover at Smith Street, or Lafayette Junction, All this is yard limit territory and no signals.

The signal department is working at Royer and should have masts up by the middle of August. NS will be building all track at Lafayette Junction and up to the existing Wabash as the contractor gets grade ready. The cut and throw at East Yard and the Decatur Main will take place around the middle of November. At the present time the Muncie Main is gone and trains use the connection to East yard. The cut and throw for the Muncie Main, and elimination of trains through Lafayette, is planned for the middle of December.

At the present time all Altamont traffic is setout to CSX in the interchange yard. D95 heads to Crawfordsville around midnight, arriving back around 8 AM. At the end of July the KBSR interchange will begin again and NS will make an additional move over CSX.



Next Meeting - continued from Page 1

discussion about passenger trains developed after seeing the “goods” train. Walter will be back this fall and we plan to meet and take a tour of the area railroads. He is looking for ideas for a layout.

Members on the move - Bruce Bird has moved to 360 Secretariat Place, Mt. Zion, IL. Bruce is now the County Engineer for Macon County (Decatur area). Our office has several projects with Macon County and I get to see him on a professional basis now. Another member, **Andre Chambers**, has moved to Norcross, GA. Andre was an engineer for the UP out of Villa Grove, then when business fell off and he went to the IC working south. Not sure who he went with at this time. Also, member **Richard Short**, engineer on CSX, has transferred to Savannah, GA due to loss of business in the Danville area. Richard's new address is PO Box 14124 in Savannah.

Richard recently sent some news: *I can run 208 miles in just at 4 and a half hours. Totes as I call them run 70 mph. and freight run 60 mph. We go into and out of the sidings at 45 mph. Things are set up here the old ways. The yard crews yard the trains and the road crews just get on and off. Its wild, to be going 70 mph and your train is keeping up with the cars on I-95. Just the odd looks we get make my day!! There are 10 Amtrak trains a day here. And they can run 79 mph. Most of them look like mail/trains from the late 1960's. I think it was Amtrak #97 today that had 1 CSX eng. 3 Amtrak engs. and maybe 15 boxcars on the rear. Richard*

New Members — We welcome **Ryan Ellington**, 209E. Jackson, Paris, IL. 61944. Ryan picked up one of our chapter applications during a recent visit.

Central Indiana **Trip**

By Wade Frasch

My college years were spent getting more than just an academic education.

Meeting people of different walks in life in manufacturing and railroading shaped my life as much as book learning.

The father of a friend of mine in the Purdue Model Railroad Club was a personal friend of Ike Duffey; the President of the Central Indiana Railroad. My friend arranged for our group to ride on one of Mr. Duffey's private cars. So on April 25, 1959 four of us drove to Anderson, Indiana for a most unusual fan trip.

The Central Indiana Railroad (once named the Midland) had been built from Anderson thru Lebanon to Brazil with trackage rights from Waveland Junction to Sand Creek on the Pennsylvania Railroad. A line was also built to Muncie. By 1959 the line had been abandoned west of Lebanon and east to Muncie. The Pennsylvania and New York Central railroads had purchased the Central Indiana and the story goes that Mr. Duffey offered to buy the CI from the two larger railroads. The offer was rejected; however, Mr. Duffey was named President of the Central Indiana and prosperity came to the CI from new industries located along the line.

On the day of our arrival at the Central Indiana, we met Mr. Duffey in the new office building. He informed us that it would be a while before the train was assembled, so we watched switching operations and photographed Mr. Duffey's two private cars.

Shortly before departure, Mr. Duffey invited us to a tour of his favorite car; the Dutchess #90 named for his dog. It was built by Jackson and Sharp in 1899 for Henry Flagler, the colorful President/builder of the Florida East Coast Railroad. Originally built as a wooden car, it had been steel sheathed and rebuilt with a steel underframe. Mr. Duffey had the car air-conditioned at considerable expense to retain the carved an inlaid mahogany interior of the car. The original silver service was intact in the dining room and the car had just been recarpeted.

Remaining seated in the observation lounge of the Dutchess; Mr. Duffey related the history of the car that we were to ride on. The Maude Walker (named for his grandmother I believe) #100 was built in 1912 by Pullman for the Burlington. Like #90 it was a steel sheathed wooden car with a steel underframe. The steel covering was corrugated to simulate wood and

both cars retained their truss rods for esthetics rather than function. The Maude Walker also had a mahogany interior, but it was paneling rather than hand crafted.

After relating the history of the cars; Mr. Duffey told us of the trips he and his family and friends had made. To the Kentucky Derby over parent Pennsy; to the west and even into Canada. It was customary to lease the cars to the host railroad and couple them to the rear of the designated passenger train.

Finally it was time for us to go, but not coupled to the rear of a passenger train. Car #100 was coupled to the rear of the caboose of the Central Indiana's daily freight. Motive power was the CI's EMD SW-1 600 H.P. switcher. Train no. 51's destination was Westfield, the CI's interchange with the Monon. The freight switched customers along the line, most located on the CI since Ike Duffey had become president. At Noblesville, the Firestone factory was on strike, and when the idled workers saw the Maude Walker they thought scabs were being brought in. The train crew explained our mission, but we were not allowed off the car until we left the plant. Mr. Duffey had asked his personal house servants to accompany us and we were served lunch on board. The crew was likewise served lunch upon our arrival in Westfield; this being Ike Duffey's policy for his employees when one of his private cars was on the CI.

All switching done the train returned to Anderson as No. 52. The switcher was spotted in the new engine house and we said our good-bys to the crew and Mr. Duffey.

We returned for another ride on the Central Indiana in April 1960. The CI had purchased a newer caboose and Mr. Duffey didn't think four people warranted a private car with porters so we rode in the caboose to Noblesville and return. I felt more at home wearing casual clothes on a caboose.

Canadian National trumpets smooth integration of Illinois Central merger

Calling its merger with Illinois Central “flawless,” Canadian National in a July 3 filing with federal regulators touted the benefits that have flowed from the end-to-end merger. By any measure, the July 1, 1999, union of CN and IC has been a success, CN said in its report to the U.S. Surface Transportation Board. The report was mandated as part of the STB’s May 1999 approval of the merger.

“The integration of CN and IC has been flawless, reflecting our foresight in bringing the railroads together in a methodical, step-by-step fashion,” said Paul M. Tellier, CN President and Chief Executive Officer. “The success of the CN-IC merger is all the more striking because during the smoothest rail integration on record we’ve improved customer service, gained new business as promised, and become the most efficient railroad in North America.”

CN backed up its boasts in its 51-page report. Among the high points:

· **New business:** In 1999, traffic on CN-IC in the U.S. grew 120 percent over 1998, an increase of more than 50,000 carloads. In addition, the marketing alliance traffic among CN, IC, and Kansas City Southern — designed to haul freight between Canada, the U.S., and Mexico — grew 18 percent in 1999, to more than 80,000 carloads. The principal marketing alliance interchange is at Jackson, Miss., where traffic forwarded from CN and IC to KCS grew by 46 percent in 1999 vs. 1998.

· **Performance:** Since mid-March, CN-IC carload traffic has been running at 90 percent or better on time performance, and overall transit times have been cut 24 hours or more. The railway credits its service plan, which measures car trips in hours, not days, for much of the improvement.

· **Efficiencies:** CN has become the most efficient Class 1 railroad in North America, with a 1999 operating ratio of 72 percent, 10 points better than the average (expenses of 72 cents from every dollar earned). CN expects to push its operating ratio down an additional two points this year. Revenue, meanwhile, grew 8 percent in the first quarter.

· **Investments:** CN is well into the spending of a planned \$147 million above normal capital expenditures during the first three years of the merger. Last year, under an accelerated capital-spending plan, CN spent \$65 million — \$20 million more than originally planned — on new locomotives, information technology systems, and yards and track connections. Thirty-five new locomotives intended to haul traffic on the expanded CN-IC system were delivered in 1999; 10 more are scheduled for delivery this year.

· **Information Technology:** Computer bugs proved to be a major problem in the Union Pacific-Southern Pacific merger, as well as with the breakup of Conrail between CSX and Norfolk Southern. Not so with CN-IC. CN credits its lack of problems to “a methodical, step-by-step approach to systems integration.” CN won’t fully cut over its information technology traffic systems onto IC until this fall, when all testing and training is complete.

· **Safety:** The accident ratio on CN’s U.S. operations declined 11.6 percent in 1999, accompanied by an 8.2 percent decrease in reportable injuries.

TRAINS On-Line 7/5/00

Those of you that have access to the Internet and our Illiana group know some of the problems that don't come out in a report like the above. Editor

Wheel Report

Two friends recently appeared in print. One is our very own **Wabash 2824**. The September issue of *Railfan and Railroad* features a news item about the photography field day held again this year at the Monticello Railway Museum. At the bottom of the article is a great “at speed” shot of #2824 bringing up the rear of the train behind a Wabash boxcar. The museum plans to run the event again in a couple of years and maybe by that time our caboose will see a repaint job.

The second friend is No. 48, an ex-NYC round end observation car. Many of you are not familiar with the car but many years ago, shortly after Danville Industries started in the former C&EI shops, the company rebuilt the exterior of the ex-NYC car. After leaving service the car headed to the KCS where it received a coat of the famous paint scheme of that railroad. It arrived in Danville, owned by a railfan, and the exterior was stripped and reworked by Bob Block and crew. I photographed the car for them in various stages of repair. The exterior paint was difficult to strip off and after months of work it was finished. They moved the car to Indianapolis and placed it on the end of the James Whitcomb Riley. I was invited to ride and what a thrill, riding the rear car to Chicago and the IC station. For the return trip we were placed up front, rear end forward, and arrived back in Indy. I have a night photo of the car in Indianapolis Union Station, given to me by Mary Block, hanging in the basement.

The car is now MARC1 and will be used for inspection and dignitary service on the passenger-carrying railroad.

For those interested in C. A. & S. history I came across an article written for the Independence, IN Sesquicentennial in 1982. Titled “Warren Township Railroad”, it was written by Wilma Benson whose father Lee Hickman worked for the C.A. & S. There are some photos of equipment and the service facilities at Winthrop which copied well. If you would like copies, please send a SASE and I will send the article (3 pages) to you.

Wade Frasch , 617 College Drive, San

Jose, CA 95128-2810

Also, I received a letter from someone about the C.A. & S. which I have misplaced. I think he got my address from the Danville Flyer newsletter. If anyone knows this person, please have him contact me. I try to answer all correspondence.

Editor: If any of you contacted Wade send him a note.

Interlocking Tower Web Page — Jon Roma of Champaign has updated his Web listing of active (and recently closed) interlocking towers in North America to include many pending updates and to make a couple corrections. Comments and corrections are welcome. News of additional tower closings will be accepted, albeit with sadness.

The Web page is located at - <http://www.uiuc.edu/ph/www/roma/towers>

FRA's horn rule proposal called into question in Illinois

The Federal Railroad Administration's proposal to restrict communities' ability to enact railroad horn bans is meeting opposition in the Chicago area, among others.

The DuPage Mayors and Managers Conference claims that a ban on grade-crossing quiet zones would subject residents to more than 1000 horn blasts per hour, according to the Chicago Tribune. And that would erode—not enhance—grade crossing safety, the group claims.

“At over 1000 train horns an hour, the sounding of train horns would have no meaning. Rather than improve safety, we would lose a very important indicator of a real and pending emergency,” the group's draft report states. “We are concerned that the FRA's proposed rules, while well-intentioned, would be counter-productive in our area with respect to both whistle-blowing and the redirection of scarce financial resources,” the report adds.

Public hearings on the proposed rules are set for April 25, 26, and 27 in Western

Springs, Chicago, and Des Plaines, respectively. Under the FRA proposal made in January, communities would no longer be able to enact railroad horn bans unless they take steps to make grade crossings safer. Among such steps are the use of four quadrant gates; medians at crossings to prevent drivers from weaving around gates; crossing closures; or photo enforcement to deter violators.

TRAINS On-Line 4/12/00

CSX-funded shelter at Deshler, Ohio, to be named for local railfan

Don Rutter, a familiar figure for years at the busy crossing of CSX's former Baltimore & Ohio Toledo-Cincinnati and Chicago-Pittsburgh main lines, died in January at age 75. But his longtime dream of erecting a shelter for railfans near the crossing diamonds didn't die with him.

CSX will bring Rutter's dream to fruition by donating \$6000 to the Bartlow Township Historical Society, which will build a shelter this summer. The shelter at Crossroads Park, adjacent to the crossing, will be dedicated in the name of Rutter and his wife, Sally, who died last year.

CSX spokesman Gary Wallenhaupt told the Toledo Blade that the railroad decided to pay for the shelter as a goodwill gesture. “Deshler has been a railroad town throughout history. People go there to watch trains and that sort of thing,” he said. “Deshler is an intersection point, and when that happens, that's really interesting. Some of the trains have to stop and wait, so people can get a good look at them.”

CSX officials were scheduled to present a check to the historical society at 11 a.m. July 6 at the park, which Don Rutter was instrumental in creating and maintaining.

Deshler will thus join other towns in officially sanctioning sites as popular, and safe, train-watching spots. Among the

Wabash 2824

Car Host on Caboose Days - August 12 & 13.

The Monticello Railway Museum reports they have our caboose running this summer on the regular trains. Last year we got the window seals replaced in the copula and the interior painted. We were unable to schedule the caboose for exterior painting this year but hope to get in the program next spring. It needs a new coat of paint on the entire exterior.

No. 2824 will be on the caboose trains again in August. This year's dates are Saturday August 12 and Sunday the 13th. As always, they could use volunteers to take tickets on the caboose and we need to have someone to explain the history of No. 2824 and the chapter. I will be working the Saturday train and would like another helper. Always helps to have two on board. We need two volunteers for Sunday. If the museum is short of help on either day we may be asked to assist on another caboose.

Please call me at 217-359-2868 and let me know if you can help either day.

Rick

others are Rochelle, Ill.; Enola, Pa.; Manchester, Ga.; and North Platte, Nebr.

TRAINS On-Line 7/5/00

Editor: Your editor is trying to get the City of Lafayette to install photo ports in the fence that will be on the pedestrian bridge over NS and CSX. The project consultant is behind me and we will see what happens.

Rick