

FIRST CLASS MAIL

"THE DANVILLE FLYER"

DANVILLE IL 61834-1013

P.O. BOX 1013

NATIONAL RAILWAY HISTORICAL SOCIETY

**DANVILLE JUNCTION CHAPTER**



Dave Hart furnished this postcard view of the Grape Creek depot. The date is believed to be around 1915. A later photo is found in the collection of the C&EI Historical Society with Mrs. Nellie Richter, mother of former friend and C&EI member, Bernice Richter. That photo was taken by Pop Bowman around 1927. This is a classic C&EI depot, similar in style to our Rossville depot.

# DANVILLE FLYER

*A PUBLICATION OF THE DANVILLE JUNCTION CHAPTER, INC. NRHS*

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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 \$17.00 for Chapter membership in addition to \$20.00 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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## *Summer - 2002*

**Remember, no meetings in June, July or August.** The next regular meeting will be September 15 at the Pizza Inn.

### *August 12 & September 9*

Wheaton, IL - Great Midwest Train Show at the Dupage County Fair Grounds, \$7

### *August 18 & 19, 2002*

Monticello, IL - Caboose Days

### *September 14, 2002*

Trip to Chicagoland Hobby Show, Rosemont Civic Center, see this issue for details

### *October 19 & 20, 2002*

Indianapolis, IN - Great American Train Show, State Fairgrounds, 10-4, \$7

## *C&E I Models*

*For those that have ordered the Atlas Chicago and Eastern Illinois RS-1's delivery is expected in early August. Atlas is off for two weeks in late July and the container is expected to arrive during that time. Distribution should take place in early August. The C&EI HS will notify you when balance is due and shipment will be made.*

## Next Meeting

The next meeting will be September 15 2002. The program scheduled will be the trip to PA and MD as per in the article in this issue by Bruce Bird. Steam on the Western Maryland Scenic and East Broad Top will be featured.

Visitors to museum this year have been sparse. We did not get advertising out to the local dealers soon enough and travel this year appears to be down. At the same time we have had a few days when we lacked volunteers to open the building. At the last meeting we discussed a fall trip to Chicago to visit the model railroad shown held in Rosemont. Bill has checked and fares are much higher than expected. We will still continue to check to see if arrangement can be made. A car trip to the south end of the Metra electric district may be the answer, then the transfer to



CTA and the ride out to the show on a Saturday. This would be held on the 14th of September. More details will be in the next issue of the Flyer.

## **Passenger train supporters lobby Congress**

Grassroots Americans voiced their support for passenger rail service in the United States during a rally held today on Capitol Hill. State and local leaders from across the nation spent the day lobbying their congressmen for continued funding of passenger service, at a time when the both houses of Congress are holding hearings on the future of Amtrak and passenger rail.

At least one congressional committee moved the passenger train agenda forward. A loud roar went up from the Capitol Hill rally when House Railroads Subcommittee chairman Jack Quinn, R.-N.Y., announced that his panel was about to approve, that very day, legislation providing nearly \$2 billion for Amtrak.

Chairman Quinn, in announcing the legislative action of his subcommittee, alluded to the mixed messages Congress had sent Amtrak in the past few years. First, Amtrak was expected to act like a business, Quinn noted, then when it came time to give Amtrak needed funds for its business plans, Congress told the railroad to act like a government agency.

*“They can’t have it both ways,” he said.*

Some rail supporters in the crowd told TRAINS there was concern the House bill would allow the Department of Transportation Inspector General and the General Accounting Office to sign off on Amtrak expenditures. Still, they acknowledged that would be an improvement over the original bill, which would have given that decision to the DOT Secretary or, effectively, the White House Office of Management and Budget.

The gathering, held on the lawn of the U.S. Capitol, represented a broad coalition of citizens who view passenger trains as important to their communities.

Speaking to a group of mayors, county officials, labor and industry leaders, as well as rank-and-file train-riders and their public interest groups, Sen. Joseph Biden, D.-Del., spoke of a “deadly spiral” conspiring to undo Amtrak, in the form anti-labor forces and highway lobbyists who believe there is too much competition. The senator reviewed the billions in taxpayer dollars showered on air and highway transport, compared to paltry sums accorded Amtrak.

Biden then charged that badly needed funding for Amtrak was being held up in the Senate by Thad Cochran, the senior senator from Mississippi who, Biden said, was holding it hostage for something he wanted done in his state. Phone calls to Cochran’s office were not returned by press time.

Top rail labor leaders were represented at the rally, including Marc Fleming, President of the Transportation Trades Department of the AFL-CIO. Also on hand was Brent Boggs, a locomotive engineer and member of the West Virginia House of Delegates.

Boggs said that many people in the rural parts of his state were dependent on the long-distance trains that are marked for discontinuance in the event Amtrak remains underfunded. Mayors of Fort Worth, Texas, and North Little Rock, Ark., reiterated Bogg’s point.

“For many rural towns, those trains are a vital link, sometimes the only link, to the rest of the world,” said Fort Worth Mayor Kenneth Barr.

The mayor cited his city’s transportation program, which recently saw the inauguration of Trinity Rail Express commuter service to Dallas. Eliminating the long-distance *Texas Eagle* would deprive Fort Worth of an important link in that plan, Barr said.

Mayor Patrick Henry of North Little Rock — representing the U.S. Conference of mayors — paraphrased his honored namesake when he said, “Give me liberty and give me a passenger rail system that works good.”

Other Amtrak supporters on the program,

but unable to attend because of conflicting schedules, were Sen. Kay Bailey Hutchison, R.-Texas, and Rep. James Oberstar, D.-Minn., ranking member of the House Committee on Transportation and Infrastructure, the parent committee to the Quinn subcommittee on Railroads.

—Wes Vernon (*Trains On-Line* 5-8-02)

## **West Virginia floods damage Norfolk Southern main, branches**

Flooding that left at least six people dead and hundreds homeless in West Virginia and southwestern Virginia damaged and shut down Norfolk Southern’s Pocahontas Division main line over the weekend.

The line was shut from Kenova, W. Va., to Bluefield from late Thursday, May 2, due to numerous mudslides, washouts, and the flooding of the Tug Fork River. Traffic moving between Portsmouth, Ohio, and Roanoke, Va., was reroute via other NS lines until the Pokey main was reopened today.

The hardest hit area was between Bluefield and Williamson, W. Va. — which was also hit by floods last July, NS spokeswoman Susan Bland said. This time, NS’s Dry Fork branch was also hard hit, she said.

After the flooding began late Thursday, NS pulled locomotives and loaded cars out of the yard at Williamson before the floodgates were closed early Friday morning, she said. The flooding in Williamson was the worst since 1977, and threatened the yard office.

Six counties in West Virginia and Virginia have been declared disaster areas.

**Your Editor could use some more stories!**

## Wabash Historical Society Annual Meeting

The Wabash Railroad Historical Society is having their annual meeting and convention in Fort Wayne, Indiana August 2-4 this year at the Marriott Hotel and Convention Center. You don't have to be a member to attend but must register. This has always been our policy. The deadline is July 15.

In addition to clinics, tours, a train show, feature presentation, banquet dinner and displays, the Fort Wayne Railroad Historical Society will have their grounds open including a ride in the restored 100-year-old Wabash wood caboose. While you are there you can check on the status of NKP 765 and Lake Erie & Fort Wayne No. 1, formally a Wabash engine. As you may know, the 765 is undergoing a major overhaul. A tour of the NS dispatching center will open to registrants only and capacity is limited.

One of the clinics will be on the background history of Wabash interlocking towers and how one was built in HO. This particular model is of the one located at the crossing of the Pennsy's GR&I at Wolcottville, Indiana. The techniques can be used for other prototypes.

This tower is very similar to the Milan, Michigan tower that protected the Wabash and Ann Arbor. I originally was going to model the Milan tower but have better photos of the Wolcottville Tower.

If you would like to find out more and perhaps print a registration form, click on the link below and scroll all the way down. We still have some openings for registrations and dealer tables. This event is advertised in all the major railroad publications and the Internet. Ads will appear in the August issues, but your deadline for registration is July 15. I hope to see you there.

If you don't wish to participate in the other activities but want to attend the train show, the admission is \$2.00. If you pay the registration fee, the train show is free.

<http://home.attbi.com/~wabashrr/2002wrhsannualmeeting.html>

## Construction/Design Projects

### *Norfolk Southern*

Keystone Build out – Saltsburg, PA. The design work is nearly complete and NS is getting ready to show to contractors this month. Delays and changes due to geological features and right of way acquisitions has delayed the project and required design changes. NS is planning to begin earthwork sometime in August with track work to begin in 2003. There are three bridge structures that will also begin this year and be ready for track next year.

Public project work is down for NS with projects in Ohio, Indiana and Illinois being minimal this year. The relocation of Illinois Route 3 is progressing with final track arrangements being completed this month. IDOT hopes to start track relocation this fall for all railroads concerned, NS, TRRA, UP, CSX and KCS. The major roadway and bridge construction for Route 3 and I-70 is scheduled for 2004 and 2005. We are presently reviewing the track design portion and will be involved in the construction.

### *CSX Transportation*

Our workload with CSX now expands from New York to Virginia, South Carolina and Georgia involving some 15 states. So far this year we have become involved in 75 projects with many of our other URS offices handling the additional load.

Our Decatur office is involved in some 35 public projects in Ohio, Indiana, Michigan, Illinois and Kentucky. On the design side the Casky, KY project is complete and in-service. Princeton, IN siding tracks for Toyota are under construction. A 8-foot tunnel for a new culvert was completed late last month and full roadbed and track work can now resume. Blue Island will see installation of CP Chatham this summer, a new control point between Western Avenue and Chatham Street. These universal No. 15 crossovers will be the first phase with the third track phase added in 2003. We are working on design of the new track alignments for Blue Island Junction and will start on the Metra bridge retaining wall. CSX has added another 7-10 trains at BIJ and the CN will also add another 10 trains to the mix bringing the total to some 150 per day. For those in the area that have a hard time crossing the tracks now it won't get any better.

In the Walbridge (Toledo), Ohio area right of way plats for the connection track have been completed and CSX is now trying to acquire right of way. Design will occur later this year for a planned 2003 construction. At the north end of the yard we have a new project that will involve realignment of all track north on the yard on the former Toledo Terminal and eliminate Walbridge Tower. This work will begin in 2003 and be completed in 2004.

The West Virginia project has been awarded to RailWorks, Inc and work will begin soon on the control points. The signal portion has been authorized and crews are installing signal foundations along the line. The new MARC facility is awaiting final reviews and we hope to bid the project in August. Track work and MARC facility work is to be completed in the spring of 2003. The tower at Martinsburg will be eliminated in late 2002 or early 2003.

### Other projects:

We are involved with a major relocation near one of the airports in Chicago. We have been attending various sessions in the Chicago area for the proposed work and will be meeting with various railroads around July.

In the St. Louis area a developer is planning a major development in the downtown area. This will relocate the UP and TRRA (BNSF) lines south of Bush Stadium. At the same time a major downtown yard will be relocated. We have been involved with meetings with the UP in Omaha and our office will be doing the rail design work as the project progresses.

We have been selected by the City of Danville for the Winter Avenue improvement from the former Conrail crossing east to Bowman Avenue. The ¾ mile project will involve a new bridge over Stoney Creek and a new double track bridge for CSX to replace the concrete arch. This arch, originally built in 1890 by the C&EI, will be replaced to provide a two-lane road. Due to funding the project will be staged with the work from Bowman Avenue to the park entrance first, then the bridges the following year. Work is expected in 2003 and 2004. The railroad bridge will be built under traffic as the concrete arch over Stoney Creek, located some 400 feet south, and the double track thru-plate girder some 500 feet north over the former NYC line will not allow a shoe-fly to be built.

With the size of URS, the largest engineering firm in the US, I have become more involved in furnishing information for various projects that the firm is going after. We have formed a Rail Practice Group with one of our vice presidents in Rolling Meadows heading the group. Some 20 senior engineers are involved in the group from California to New York and Florida. It is exciting to know what is out there and what we are a part of, but it also takes time away from my projects that I don't have to give, thus the days have become long and the stress level up.

*Retirement? Looks better every day.  
Rick*

### NS, KCS, DWP and Conrail earn Harriman gold

For the 13th straight year, Norfolk Southern won the E.H. Harriman Memorial Safety Award, presented Thursday in Washington, D.C., for having the top employee safety record.

NS won in Group A, which includes line-haul railroads whose employees worked 15 million employee-hours or more during the award year. CSX collected the silver, while Burlington Northern Santa Fe won the bronze.

In Group B, line-haul railroads with 4 million to 15 million employee-hours, Kansas City Southern won the gold. Canadian National's Illinois Central took silver; CN's Wisconsin Central the bronze.

In Group C, line-haul railroads with fewer than 4 million employee-hours, Canadian National's Duluth, Winnipeg & Pacific Railway won gold. The silver medal went to Guilford Rail System, while the Paducah and Louisville earned the bronze.

Conrail earned the gold medal for switching and terminal railroads. The Belt Railway of Chicago earned the silver medal, while the Alton and Southern Railway Co. captured the bronze medal.

Four railroads received special certificates of commendation for continuous improvement in safety performance: Florida East Coast Railway; the Northern Indiana Commuter Transportation District; Union Railroad Co.; and the Iowa Interstate Railroad.

### Construction Addition

Your editor will be on site in West Virginia July 20/21 for installation of the first No. 20 concrete crossovers on the project. The next meeting program may be installation of those crossovers. I will be video taping the 2-day installation for our office and CSX. The turnouts are 280 feet long and are rolled in place during an 8-hour window of track time.

### NS purchases industrial-owned Indiana lines to bolster coal business

Norfolk Southern Corp. June 27 purchased 21.9 miles of private rail lines and spurs in southwest Indiana from Peabody Coal Co. and Yankeetown Dock Corp. to enhance its coal network, and better serve Peabody Coal and Alcoa Inc. Terms weren't disclosed.

The Peabody Coal line runs between a point near the coal company's idled Lynnville mine (where it connects to RailAmerica Inc.'s Indiana Southern Railroad Inc.) south across NS' east-west line near Boonville, and south to Warrick; the Yankeetown Dock Warrick line serves the dock, which Peabody Coal purchased last year, and Alcoa's manufacturing complex.

Per a Yankeetown Dock agreement and operating rights granted by Interstate Commerce Commission, NS since 1956 has carried Alcoa's merchandise traffic; because of the transaction, NS would move some — and eventually all — of Alcoa's coal, as well as Yankeetown Dock's coal. (Indiana Southern for a specified time period would have limited local trackage rights to carry coal from a mine on its line to Alcoa and the dock.)

The purchase also enables NS to serve Peabody Coal's Lynnville mine and adjacent properties — should they reopen — through lead-track operations.

"Opportunities to add coal reserves to our lines and to serve large coal-powered plants, manufacturing facilities and existing transfer facilities are rare," said John Fox Jr., NS senior vice president coal services, in a prepared statement. "By adding these lines to our system — rather than continuing to operate over them via operating or trackage rights agreements, or industrial lead track movements — we help ensure that we can provide quality service and open new markets to local shippers and receivers."

## Frisco #1522 To Be Retired

*By Don Clark, Dayton Ties & Tracks*

On Wednesday, 12 June 2002, the St Louis Steam Train Association announced that this would be the last year of operation for the famed Frisco steam locomotive #1522. The 4-8-2 will be retired in October to become a static exhibit at The Museum of Transportation, near St Louis.

The decision by the SLSTA's Board of Directors to retire #1522 came in the face of spiraling costs of insurance, the limited accessibility to major railroad mainlines and rolling stock for excursions, the expensive upcoming work required to comply with newly enacted Federal boiler regulations, and the volunteer nature of the SLSTA's membership and shop force. The group could have handled the cost of the boiler rework, but it was the radical increase in the cost of its operating liability coverage that discouraged them. After their policy with insurance carrier C. N. A. expired on April 1st, a package deal that also covered operations by #4449 and #700, C.N.A. announced that the policy was not renewable because they were getting out of the business of writing rail liability coverage. Replacement policies were available from other carriers, but at rates around \$150,000, almost triple the previous premium. This could force up ticket prices as far as \$400 a seat. This factor, when added to all of the other costs the SLSTA had to meet to keep #1522 running, made for a dismal long-term financial outlook. They were facing costs anticipated excursion revenues couldn't cover. Said SLSTA's president Robert C. Meier, "No matter how hard we try, how much our group wants to continue operating the engine, or how businesslike we attempt to run our organization, the simple fact is we can no longer sustain the economic requirements for operating and maintaining this remarkable piece of equipment in today's world." Therefore, the SLSTA's Board made the only reasonable decision it could make - cease operations and retire #1522.

But, before retirement, there'll be a final 'farewell' mainline operation. Amtrak has

approved #1522 as motive power on steam excursions it will run on the weekend of September 28-29 2002 from St Louis to Newburg, Missouri over BNSF. Amtrak's regular operating insurance will cover the train. The excursions will be sponsored by the St Louis Chapter NRHS, the sponsors of so many previous 1522 outings.

Because of the insurance dilemma, the SLSTA turned to Amtrak for help for a final set of 1522 steam excursions. Would Amtrak run the trips for them? As it did back in Y2K, Amtrak responded enthusiastically. An Amtrak technical team reinspected #1522, crawling all over the engine inside and out, then reinspected the SLSTA itself, especially their maintenance practices and records for the locomotive. All was found acceptable, and a certification of #1522 as Amtrak power for 2002 was issued. Next, Amtrak began looking for a suitable rail line for the trips and approached several Class 1's, including BNSF, Norfolk Southern, Union Pacific and CN/IC (a run from St Louis to DuQuoin, Illinois looked interesting). All these railroads were willing to consider the excursions except one. NS said 'No'--- they would not allow any steam powered trains on their tracks, even if operated by Amtrak.

However, because the first #1522 excursion had been run over Burlington Northern's ex-Frisco line some fifteen years ago, and in view of the good relations SLSTA has always enjoyed with BNSF, it seemed fitting to make the final runs over this company's tracks. Amtrak agreed and proposed the trips to BNSF. Characteristically, the railroad said 'yes', and the trips were on. The next task facing Amtrak was scaring up enough Amtrak-certified passenger cars to fill out the train. With a huge backlog of cars awaiting repair at Beech Grove, Amtrak has to scramble hard just to find enough cars for its regularly scheduled consists, let alone special trains. But, as of mid-June, enough privately-owned, Amtrak-certified cars have been found to supplement what cars Amtrak can supply to keep the trips alive. Watch the SLSTA website at [www.slsta1522.org](http://www.slsta1522.org) for ticket prices and excursion details.

After the final excursions, #1522 will be drained and winterized, and then, on or about 1 October, it will be returned to The

Museum of Transportation. After fifteen years of mainline operations, it will revert to being a static exhibit. The St Louis Steam Train Association will be dissolved. What remains in the treasury will be donated to a special endowment fund being established by the museum to maintain #1522 in good condition and prepare exhibits to acquaint visitors with the locomotive's two distinguished careers in public service.

The 1522 is one of only two 4-8-2's operating in North America, the other being the former Canadian National 6060, which is expected to run this summer in Alberta. Although operated by the SLSTA, #1522 is actually owned by St. Louis County, specifically by the county-operated Museum of Transportation at Kirkwood, near St Louis. The engine and other rolling stock are leased by SLSTA from the museum. SLSTA commenced rehabilitation of the engine in 1985, and has operated it on major railroads throughout the Midwest since 1988. Last year the 1522 was the motive power on BNSF's Employee Appreciation Special, running over 4000 miles from St. Louis through Missouri, Oklahoma, Texas and Kansas. The engine also ran an excursion for last year's NRHS convention in St. Louis.

*Editor: As a last trip we should plan a trip to the area on one of the two days. The run to Newburg is great with many locations along the way.*





## Roof is on.

Just before the July 4th holiday the contractor finished replacing the roof on the station. The wet weather this spring delayed installation prior to opening. The vertical roof vents have been removed and a ridge vent installed, thus improving the building appearance. During the work it was discovered that there was leakage around the chimney and there were several locations where the roof sheeting had to be replaced.

The photo above shows the roof replacement in progress. Below is member Jesse Bennett using the magnet to remove the nails from the drive and grass area. Inside in the attic we have a lot of debris to clean up this fall when it gets cooler. This new roof should last 25-30 years, we hope most of us do.

**We have paid the bill for the roof and could still use donations to offset the cost. Send your donations to Allen Cooke, Treasurer. It will be really appreciated.**



## Fellow Railfan's and Historians

I am writing to you today as a member of the NRHS and the Friends of the Cumbres & Toltec Scenic Railroad or "The Friends." The Friends is a non-profit organization which shares with the Cumbres & Toltec Scenic Railroad Commission the stewardship of a unique railroad property of important historic significance and remarkable scenic beauty. The mission of the Friends is to preserve and interpret the railroad and to support the operation of the C&TS for the people of Colorado and New Mexico who own it, and the tens of thousands visitors who come to be transported back in time through the beauty of the San Juan Mountains.

The purpose of this letter is to appeal to your local chapter for help in keeping the railroad alive. Some of you may not be aware that the railroad has been shut down by the U.S Forest Service due to "high fire danger" in the national forests that the railroad passes through. This shut down has created a severe financial hardship on the railroad. The Cumbres & Toltec Scenic Railroad is operated by the Rio Grande Railway Preservation Corporation (RGRPC). RGRPC is a not-for-profit New Mexico Corporation formed under Article 509 of the Internal Revenue Code as a supporting organization of the Friends <http://www.cumbrestoltec.org> of the Cumbres & Toltec Scenic Railroad, Inc.

I started a grassroots effort to gain some much needed funds for the railroad by asking people to buy a SEASON PASS on the railroad. These passes cost \$109.00 ea for coach. Information on the passes can be found at the following link,

<http://www.cumbresandtoltec.com/SeasonPasses.html>. This grassroots program has done very well in bringing much needed income to the railroad during this crisis.

I would ask that you share this information with your chapter members as soon as possible. We as members of the NRHS have a stake in this railroad. It is one of the few places you can step back in time and have a hand's on view of what steam railroading was like in the early 1900's. Please take the time to buy a pass from the railroad and look at The Friends web page above and consider joining us in helping save one of railroading's treasures.

Thank you, John Deck, Wichita Chapter, NRHS Email address [johndeck@cox.net](mailto:johndeck@cox.net)



## Wheel Report

**Chicago Short Line gets new owner** - An International Steel Group subsidiary has purchased the Chicago Short Line railroad from its bankrupt owner LTV Steel, according to documents filed with the Surface Transportation Board. The company created a South Chicago & Indiana Harbor Railway Co. subsidiary – itself a subsidiary of ISG Indiana Harbor – to acquire the five-mile railroad and its 23 miles of trackage rights on other railroads in the Chicago terminal district.

**Historic IC Steam Locomotive** The Illinois Railway Museum is acquiring a historic Illinois Central #210, a 2-4-4RT this summer. This is the second oldest surviving locomotive built by the Rogers Locomotive Works. This historic locomotive is perhaps the only artifact that played a role in all three of Chicago's major expositions during the 19th and 20<sup>th</sup> Centuries. It entered service in 1880 as the first "double-ended" locomotive on the IC's newly expanded suburban line. During the Columbian Exposition in 1893, it hauled passengers between the Loop and the fairgrounds at Jackson Park IN 1926 it hauled the last steam-powered train on the IC suburban route. Unlike the IC's other suburban locomotive, 201 was retained for exhibition and special service. At both the 1933 Century of Progress and the 1948 Railroad Fair, IC 201 hauled wooden passenger cars in the exhibitions; daily pageants.

According to the Mississippi Casey Jones Museum, this locomotive may be the only remaining piece of equipment that was operated by Casey Jones. IRM has sought purchase since 1960 and a very generous donation from The Grainger Foundation has made it possible.

**Member Visitor** – Member Andre Chambers was in the area the last weekend in June. Visiting his mother with his daughter, Andre headed to the museum to run a few trains. He was glad to see the new buildings springing up on the layout. On Friday night he stopped at the house to view the Danville and Western under construction (and dust from lack of running). Next time the trains will be running.

Andre is still engineer on Amtrak being qualified from New Orleans to Charlottesville, VA and runs the *Crescent*. Like my former neighbor, the new power is not preferred because of lack of response and poor visibility out of the cab.

## PA and MD trip to see steam

*By Bruce Bird*

The first week of June myself and 3 other Illiana & Chapter members-Rick Schroeder, Walt Baselt, and Steve Hankel packed up and headed east to Pennsylvania. Walt and Steve left on Sunday with Rick and I catching up with them on Wednesday.

The first stop for Rick and I was in Youngwood, PA. We noticed while driving through town what appeared to be passenger cars. At the old PRR station in town we found a small collection of passenger cars, cabooses (PC, CR and a bright yellow P&LE!) and a museum complete with indoor and outdoor model railroads. There also was an S4 Alco painted in Pennsy green for excursions.

We also stopped at Greensburg to check out the newly renovated station. It is a beautiful building that still serves as an Amtrak stop, has office space, and houses the Red Star Brewery. The stairs to the platforms are only open when Amtrak is expected

*Continued on page 8*

## A September Rail trip to Chicago

**Ride Metra and CTA rails on Saturday, September 14th, 2002 to visit to the Chicagoland Hobby Show at the Rosemont Civic Center, Rosemont, Illinois. Saturday morning we will drive to the Metra Station at University Park to take the former IC electric line to downtown Chicago. Departure times for Metra Electric Service are 8:26 and 8:57 AM, after that there is hourly service to downtown. Departure time from Rossville will be 6:00 AM. Fare is \$4.50 one way from this station for Metra.**

**We will arrive at Van Buren Station and, with Bill Sandusky as our guide, walk to the CTA line. A round trip ride on the CTA is about a \$3.00 fare. There will be a short walk from the CTA line to the show. There is no selling at this show as it is a preview of the new hobby items to coming down the pipeline (or in the container). The show has trains (all scales) model planes, cars & boats**

**For those that don't want to attend the hobby show you can take Metra train trips by walking over to Union Station. We will then meet downtown around 4:00 to 5:00 PM after the show, and trips that others may take, to eat dinner before taking Metra back to University Park. On Saturday there are 6:08, 6:38 and 7:20 departures from Van Buren Street for arrival about one hour later in University Park.**

**Originally Bill Sandusky had obtained information for riding Amtrak out of Champaign to Chicago on the City of New Orleans and returning on the City. The cost for Amtrak would be around \$40 and reliability of the morning train is not good (in addition, who knows what will be happening by September). We will car pool from Danville and Rossville to University Park, about a 1.5-hour drive. There will be the entry cost of the hobby show, and any meals you may have, CTA fare and parking at the University Park. In addition, those car pooling should help the driver on the gas costs. Estimated costs are Metra, \$9-cta \$3-hobby show \$10, meals \$30, parking \$5 and chip on the gas of \$5 for a total of around \$60.**

**Please let President Dave Sherrill know if you are planning to attend. Dave's phone is 217-759-8014**

and we were able to climb up and get a few shots of westbounds (coal train and 10N) from the platforms. An empty coal train and intermodal marched down the long tangent to the station and past our lenses. We made a few more stops this morning at Latrobe (catching an eastbound from the high bridge west of town and a westbound at the station), Derry (the east-bound freight known as Amtrak), Grays (I128), and Torrance (2 eastbounds and one westbound) before finally meeting up with Walt and Steve in Johnstown, PA. In our first 3 hours we had bagged 10 trains.

We met at the park at the confluence of the Conemaugh River and Stony Creek. The park is a memorial to the flood victims from the Johnstown Flood and is also a great vantage point to view the Pennsy's massive stone arch bridge across the river. The bridge is a testament to the design standards of the Pennsy as it held fast during the flood- in fact, the embankment leading up to the bridge eventually failed and let the water flow downstream. A huge debris pile from the flood was left pinned against the bridge and had to be burned in place. This was my first time in viewing the mainline of the Pennsy and once you get a glimpse of the multitudinous stone arches and the overall construction of the line you quickly begin to understand why the Pennsy was the "Standard Railroad of the World".

The next stop east was in Summerhill, where we found a nice view from the overpass framing a signal bridge and a little country store stocked with cold drinks and Hershey ice cream. After nabbing a couple of westbounds we were informed by a local gent that if we followed old Rt. 53 out of town and past the 2nd underpass there was a good photo spot that had been cleared by local fans. The man turned out to be the township road commissioner and the spot turned out to be a very good location. Eastbounds were framed on the stone arch overpass and westbounds were framed by a long rock cut. 2 more westbounds were nabbed here.

Our next destination would be Cassandra, where Steve and Walt had found the Railfan Overpass. The town had signs up directing us to the venue, which turned out to be an old single-lane overpass with a long,

sweeping curve to the east and a deep rock cut with slide fences to the west. The hillside on the east side of the track has been cleared and there are picnic tables in the shade. The cut is only open to sun in the afternoon. This is a great location away from all highway noise and we suggest it be on your place to visit. We caught 22K and 22A struggling up the hill and then drove on to Lilly.

The overpass in Lilly had some nice views of the town in the background. The only train we caught here was a westbound ballast extra, the 933. The light was failing so we drove on to Altoona for the night.

The next day dawned gray and wet. We visited the pedestrian overpass adjacent to the Railroader's Museum (a \$2 million bridge which does not open until 9 AM) and watched a constant parade of eastbounds, westbounds and helpers parade past Alto tower. We also did the museum- it's very nice. The displays are outstanding and they take you right into the history of Altoona. The museum is in the process of building 2 stalls of their roundhouse, in which the Pennsy K-4 #1361 and a PRR business car will be housed. Their master plan includes a larger roundhouse for more indoor storage.

By now the gray and wet day had turned into a horizontal rain event. We had already paid for the trip to the curve and since Bruce had not been there before we headed west to Horseshoe Curve. We rode the funicular up to the Curve and took a few shots of passing trains. No tourists to be found cluttering our views of the tracks as we were the only ones up there! We packed up and headed south to our next destination- Cumberland, Maryland and the Western Maryland Scenic Railway.

Our next stop was Sand Patch Grade. We checked into our hotel, checked the radar, and headed for the top of the hill at Sand Patch, PA. Before we left we heard on the scanner of a couple of westbounds, so we were hopeful of catching something despite the gray day (it had now stopped raining).

Arriving at Sand Patch we mulled around awhile at the former location of the tower

there with no trains in sight. We shot the famous 'Summit of the Alleghenys' sign and drove on west. At Keystone we paused to view the WM's Keystone viaduct over the B&O and then on to Meyersdale. Once there we shot first the B&O station, still being used by M.O.W., and then the WM station-currently a museum and the current end of the bike trail on the old WM from Pittsburgh. I knew the Salisbury Viaduct was just west of town and as a WM fan I was anticipating the view. For those of you that don't know about the viaduct's particulars: 1,908 feet long and almost 100 feet high. It spans the wide Casselman River valley, the B&O, and U.S. 219. A township road and the empty ROW of the WM's Blue Lick branch brought us right to the east end of the bridge. Last year the bike path from Pittsburgh was completed to this spot by putting a new concrete deck and railings on the bridge. We literally drove right up to the bridge and walked right out onto it. The view from the bridge was spectacular with the B&O curving through an S curve under the bridge with Meyersdale framed in the background. A new 4-lane 219 bypass of Meyersdale was opened last year and it ducks right under the bridge. If there can't be rails on the bridge, then this is a pretty good use for it! After about a 20 minute wait we caught the first westbound from high atop the Salisbury Viaduct. On our way back we got another one in Meyersdale and an eastbound passing under the Keystone Viaduct. By now it was very gray and quite dark so we headed for Cumberland.

Our home for the evening was the Holiday Inn, advertised in rail magazines for the views of the B&O mainline out the backside of the hotel. After staying there I can highly recommend that you NOT stay there. Every room had a strange smell to it and when we asked the front desk staff where we could find good pizza, they both responded with "Dominos". 'Good Pizza' and 'Dominos' are NEVER in the same sentence!

The next morning we drove up the east slope of Sand Patch and set up at Fairhope for eastbounds in perfect light. Instead we nabbed Q137 and Q135 westbound with a pusher on 137. The pushers on

Sand Patch are almost always single SD50s. At 9:45 AM we packed up and headed for the Western Maryland station in Cumberland and cab rides on the Western Maryland Scenic.....

*(Editor: For \$75 one can arrange will in advance for a cab ride from Cumberland to Frostburg and return. Burce set this up and he and Steve rode the cab up to Frostburg. Walt and I chased the train for trackside shots. At Frostburg, Walt and I got on the train and coasted downhill ahead of a GP-30. You will have to see the video at the meet. to appreciate what it is like riding in a cab.)*

Saturday morning was perfect for photo-taking. Big blue skies and no clouds. Our destination this morning was Rockhill Furnace/Orbisonia and the East Broad Top Railroad. We arrived about 2 hours before train time and wondered if we would have enough to keep ourselves busy. As it turned out this was the BEST time to get there. The crew was firing up #15 in the roundhouse and there were very few people milling about to get in the way of photography. We all spent the first hour or so exploring the shop grounds and complex- an amazing trip back into time. So many photo angles and all in the best of light. And to make things more interesting for today the EBT was a stop on a tour of an antique auto collectors tour of the middle Atlantic. All types and manner of antique and collectible cars began arriving over the next hour making for some very interesting photos. The EBT took their own sweet time assembling their train for the growing masses.

As they pulled up to the station we packed up and headed north for some action photos.

After a couple of photo spots north of town we bid the train adieu and then followed the intact track all the way to Mount Union and the connection to the former Pennsy mainline. In the old yard area in Mount Union we found more of the classic EBT 2-bay steel hoppers tucked away in the trees and weeds, slowly rusting away. There were almost as many here

as there were in Orbisonia. Fascinating stuff and well worth the visit!

We then followed the Pennsy back into Altoona. We all voted to head back up to Gallitzin in hopes of catching some more action, this time in better light. We were not disappointed. Since it was a Saturday the 'host' in the N5C caboose in the park that overlooks the tunnel was in and we signed the guest book and shot the railfan bull. They maintain a very good railfan map of the area and guides to what trains



run when and their consists over the hill, so you can identify the train without hearing the scanner. As we waited on the bridge for another westbound 'freight

train known as Amtrak' the proprietor of the Tunnel Inn came out and invited us all to tour the rooms of his establishment. The Tunnel Inn is a bed & breakfast that caters to railfans and is located right next to the bridge over the tunnel portal. The building itself was the Borough's Town Hall, then the owner bought it and refurbished it into a railfan mecca. All of the rooms are decorated very nicely in Pennsy themes with large TVs sporting A/V hook-ups to view the day's action. A large deck on the second story directly overlooks the tunnel portal so not a train can be missed while enjoying the end of the day from an easy chair. The rates are quite reasonable too- \$90 for a double that includes breakfast (we were paying about \$75-\$80 for a regular hotel room). We all decided that our next trip here will definitely include overnights at the Tunnel Inn. For more info check out [www.thetunnelinn.com](http://www.thetunnelinn.com) <http://www.thetunnelinn.com>. (Note: No connection to or affiliation with the Tunnel Inn- when I see something that is top-notch I like to tell everyone!).

We then spent the rest of the afternoon driving down the west slope, stopping periodically at some of our previous spots to catch the afternoon parade. We rolled into Greensburg one last time to have dinner at the Red Star Brewery in the

Pennsy station. The food and drink were excellent as we watched War Emblem choke big time in the Belmont Stakes. After dinner we drove on to our overnight in Ohio.

The next morning we had only one stop left on our journey home and that was Scioto Tower in Columbus. Rick directed us back to the tower and it wasn't too long after our arrival that we were ushered upstairs by the friendly Op. We managed to catch 5 trains in about an hour with at least one train on each of the 3 alignments through the interlocker. Plans are to automate and close the tower by this fall.

As Walt and I positioned ourselves on the tower's steps for shots of the last train we witnessed something interesting. The tower was populated with a large pigeon population. They spent most of their time pecking around in the ballast looking for grain and meal deposited by leaking cars. All the previous trains were either empty coal trains or intermodals. The last was a local with a few grain cars tucked in right behind the locos. As the head end passed over the diamonds the pigeons (as always) flew up and out of the way. But this time they began to swoop down on and swarm the second car, which had some grain spillage in the roof. The entire flock was soon on the moving train and feasting as they rode right out of town! I looked at Walt- 'Never seen that before!' I'm assuming they follow the tracks back to the tower once they're full. I can see it now- the justification for keeping Scioto Tower being that this flock of pigeons has a learned routine to obtain nourishment and without the tower they will have no 'home' and will perish. Get 'yer environmentalists warmed up now!

