

FIRST CLASS MAIL

"THE DANVILLE FLYER"

DANVILLE IL 61834-1013

P.O. BOX 1013

NATIONAL RAILWAY HISTORICAL SOCIETY

DANVILLE JUNCTION CHAPTER



In August of 1965, friend Ron Berkman of Urbana got his photo taken in front of UP steam locomotives in Laramie, Wyoming. Though not a member, we thought you steam fans would enjoy the photo.

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 \$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.

OFFICERS FOR 2002 - Our 34th Year

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

Volume 34

March 2002

Number 3

Coming Events

March 17, 2002

Danville, IL Next regular monthly chapter meeting at Pizza Inn, Gilbert and Williams Street next to CSX.

March 23/24, 2002

Urbana, IL - Annual Model Railroad Show and Swap Meet, Lincoln Square Mall, Saturday 10 AM - 6 PM, Sunday 11 AM - 5 PM.

April 6, 2002

Rossville, IL - Operating Session on the model railroad beginning at 12:30 PM

April 7, 2002

Danville, IN - Midwest Region CID Train Show, Hendricks Co. Fairgrounds, Old US 36, 10-3, \$3.

April 14, 2002

Wheaton, IL - Great Midwest Train Show, DuPage Co. Fairgrounds, 10-4, \$7

April 20-21 & 28, 2002

Monticello, IL - MRM Trottle Time - contact the museum to make reservations to operate the museum's motive power.

April 27, 2002

Monticello, IL - MRM's Photo Trains operate again this year.

Next Meeting

The next meeting will be on March 17, 2002 at the Pizza Inn. Discussion will be decision to proceed with replacement of the roof on the museum in Rossville. (See item this issue). In addition, the Urbana Train Show is coming up and plans will be made to setup the tables at the show. Also, future operating sessions will be discussed. Please note the operating sessions listed for March and April at Rossville. President Dave Sherrill is planning to revive some of the rail trips we have taken in the past and is planning a trip to the Chicago area this spring.

We welcome new members to the Museum. Don Pfeifer, 134 Arlington Dr, Danville joined the museum at the last meeting. Don is originally from the Duluth, MN area and a model railroader and a DW&P fan. Arlene Neill, 787-1 Eagle Creek Road, Valparaiso, IN contacted us through the



web page. A former area resident, and C&EI fan and relative to former employees, Arlene joined both the chapter and the C&EIHS. We welcome both of them to the chapter.

Last month due to a mixup we were unable to have the meeting at the Pizza Inn. We met in the parking lot and moved to Scott Reed's place of business for the meeting and program. We apologize to anyone that showed up and could not find us. The problem has been corrected. We will have a video program this month.

CSXT New Paint Scheme

JACKSONVILLE, Fla., and HUNTINGTON, W. Va., Feb. 8, 2002 - Michael J. Ward, president of CSX Transportation Inc. (CSXT), announced today that the railroad is launching a different paint design for its locomotive fleet to symbolically represent a "new" company, united in its goal to deliver great service for freight rail customers.

"Our employees have successfully met and overcome many challenges over the last few years," Ward said. "Among their efforts has been transforming our service to historically high levels, enabling us to convert traffic to the railroad that has traditionally moved over the highway," he said. Ward said the idea to adopt a different paint scheme came from employees. "They told us that a new paint design on our locomotives would be a visible symbol that we are a different company and also would serve to unify our work force to meet our business objectives, including delivering for our customers," Ward noted.

The new design features a solid, deep blue locomotive body with gold nose, tail and trim. The first locomotive to have the new look—CSXT #8503, an EMD model SD-50 - was painted at CSXT's shop in Huntington, W. Va. All new and rebuilt locomotives will be painted with the new design. The new paint is more durable and fade-resistant to keep the locomotives' appearance looking fresher longer.

CSXT's entire fleet of 3,600 locomotives eventually will wear the new colors. The new look is pictured on CSXT's web site at www.csxt.com.

CSXT adopted its current blue, gray and yellow paint combination in early 1990.

Report says New York railroad taxes are unfair

A new report backs up CSX's contention that New York state property taxes levied on railroads are out of line – and unfairly so. Rail property taxes in New York are up to 26 times higher than those in neighboring states, according to a study released today by The Public Policy Institute, a think tank devoted to economic competitive issues in the Empire State.

On a per mile basis, property taxes on CSX are seven times higher in New York than in neighboring Massachusetts, and 26 times higher than in New Jersey, according to the report, titled "On the Wrong Track." The tax system has drained the state of half its rail mileage and 11,000 railroad jobs since 1981, the report said.

"Promoting and preserving rail-based freight and passenger traffic has been official New York State policy for half a century - and with good reason," the report says. "But while the state promotes railroads with some policies, it maintains a discriminatory, anti-competitive property tax system that drives up costs for railroads as well as their customers."

The study calls for "a new, fairer approach" that would make New York's railroad property taxes more competitive with those in other states.

CSX has challenged the New York tax system in federal court. Meanwhile, a bill to reduce railroad taxes has been bottled up in the state Legislature. Until the case is resolved or the bill is passed, CSX has refused to make signal and track improvements on its portion of the Hudson Line between Albany and New York. Those improvements would allow Amtrak trains to run at speeds of up to 125 mph.

Via TRAINS On-Line 2-14-02

Editor: We designed the rebuilding of the former Bison Yard in Buffalo. This former E-L and Conrail yard was removed as soon as CR decided it was excess so they would lower the tax rate. Every rail-roader I deal with says New York is the worst state to deal with and the highest on tax rates for railroads.

Riding on a Railroad Train

by Ogden Nash

Some people like to hitch and hike;
They are fond of highway travel;
Their nostrils toil through gas and oil,
They choke on dust and gravel.
Unless they stop for the traffic cop
Their road is a fine-or-jail road,
But wise old I go rocketing by;
I'm riding on the railroad.

I love to loll like a limp rag doll
In a peripatetic salon;
To think and think of a long cool drink
And cry to the porter, allons!
Now the clickety clack of wheel on track
Grows clickety clackety clicker:
The line is clear for the engineer
And it mounts to his head like liquor,
With a farewell scream of escaping steam
The boiler bows to the Diesel;
The iron horse has run its course
And we ride a chromium weasel;
We draw our power from the harnessed shower,
The lightning without the thunder,
But a train is a train and will so remain
While the rails glide glistening under.

Oh, some like trips in luxury ships,
And some in gasoline wagons,
And others swear by the upper air

And the wings of flying dragons.
Let each make haste to indulge his taste,
Be it beer, champagne or cider;
My private joy, both man and boy,
Is being a railroad rider.

Via Lake Shore Railway Hist. Soc.

Amtrak to lay off more than 425 shop workers

Amtrak will lay off more than 425 workers at its shops in Beech Grove, Ind., and Wilmington and Bear, Del., as part of the cost-cutting plan announced February 1. In Beech Grove, outside Indianapolis, Amtrak will shed 228 of its 840 shop workers.

In Wilmington and Bear, 200 workers will lose their jobs, the News Journal newspaper reported. Amtrak officials wouldn't confirm the number of job cuts at the Delaware shops, but union officials told the newspaper that 200 positions would be eliminated. As part of its plan to cut costs by \$285 million, Amtrak will cut 1000 jobs system wide, including 700 union workers and 300 manager

Via TRAINS On-line, 2-11-02

Norfolk Southern adopts 'matched consist' locomotive policy

In order to improve locomotive performance, Norfolk Southern will aim to assemble motive power lashups comprised solely of units from one of several newly designated categories.

"Optimum locomotive performance can be obtained if similar diesel units are grouped together in the same consist," Tony Ingram, NS's vice president of transportation-operations, wrote in a bulletin issued yesterday. "By assembling and operating a locomotive consist with units of the same group, we can improve loco-

motive reliability, reduce maintenance costs, and provide our customers with better service."

NS has grouped its locomotives into six categories:

- Group Y, for yard engines, including its SW1500, MP15DC, GP15-1, and SD38 models.

- Group 1, for locomotives used in yard, local, or road service, including models B23-7, GP38, GP38AC, GP38-2, GP40, and GP40-2.

- Group 2, four-axle units used in merchandise and intermodal service, including models GP60, GP50, GP59, B32-8, and B40-8.

- Group 3, conventional six-axle units for road power, including models SD40 and SD40-2.

- Group 5, high-adhesion six-axle units for road power, including models SD50, SD60, SD60M/I, C36-7, C39-8, C40-8W, C40-9, and C40-9W.

- Group 6, alternating-current SD80MACs, the former Conrail units which are to be run in matched sets only. (It was not clear why the list does not include a Group 4.)

If a crew is assigned a consist with power that doesn't correspond with a category, they are to immediately notify a yardmaster or dispatcher, who will then contact local and system personnel for instructions, the bulletin says.

Watch your backside

Back during the war, when anyone could get a job braking, the D&H hired a new kid from Troy. The Supt. gave him his copy of the Book of Rules and told him, "Now take this and study it. Keep it with you at all times on the railroad, because any situation that might come up is covered in the Book of Rules." So the kid takes his book, says,

"Thank you, Sir, I sure will!" and goes home to study the book.

That night he gets a call for No. 7, the less-than-premier sleeper train from Troy to Montreal. He gets on the train at Troy, and the conductor tells him to go back and make sure the lanterns are all lighted and ready to go on the rear platform. The train pulls out while he's walking back through the sleepers, and up around West Waterford he's walking through one car when he sees a woman's bare posterior exposed through the curtains of an upper berth. "Hm-m-m-m-m-

How do I handle this? Oh yeah, the Book of Rules!" So he gets out the Good Book, then runs to the rear of the train, grabs a red lantern and hangs it on the berth.

Next comes a traveling salesman, who sees parted curtains and the red light, and gets the entirely wrong idea. Needless to say, there was blood on the moon when the word got back to the Old Man the following day, and the kid had a message waiting on his return to report to the

Supt's Office RIGHT NOW!

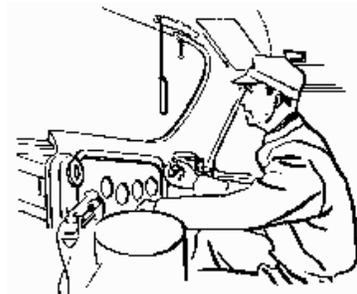
He walks in, and the Old Man inquires politely, "Son, what in the world were you thinking of when you hung that red lamp on that poor woman's berth on 7 Monday night?"

Well, Sir, you told me that anything that came up on the railroad was covered by a rule in the Book of Rules."

"Yes, I did, but where in hell did you find a rule to cover that one?"

"Right here. It says, 'The rear end of a sleeper, exposed by night, must be protected by a red light.'"

The next day the kid was a Trainmaster.



URS Projects

The month of February proved to be a busy month traveling to several locations involving our projects.

We had two meetings in Calumet City for the CSX Blue Island projects. A walkthrough was held during the month that involved engineering and signals to determine the locations for signals at the new interlocking, Chatham. This will be located between Western Avenue and Chatham Street in Blue Island. This year the railroad will install two No. 15 crossovers in No. 1 and 2 main. Next year we will add the third track, another crossover and build out to Broadway Avenue. Two three-track cantilever signals will be installed at Western and Chatham for the new control point. We are proceeding with track design and will start on design for replacement of one Metra span.

The IDOT project to replace the 159th Street, U. S. Route 6 bridges, that carry Metra and CN/IC over the highway was proceeding at a rapid pace with bridge plans to be completed by March 15. The CN finally got the signal department to sit down with them and discuss the project. CN is installing a new No. 20 crossover from No. 1 to No. 2 track and it falls in the temporary alignment. Thus to save some \$1 million in costs to move track and signals, CN looked at our alignment, decided they could live with changes, and proposed another alternate. This is being reviewed now and will be presented to Metra to get them to sign off on changes that affect their alignment. Originally scheduled for letting this summer, the advanced bridge will now be scheduled for 2003 with the rest of the project, including the intermodal bridges, scheduled for 2005.

In late February three of us visited Rail America in Boca Raton, FL. The day I left Champaign we had 6 inches of snow, 20 degrees and blowing across the runway. After 1-hour delay in Champaign, and another in St. Louis I finally made it to 70-degree weather. Dinner that night was on the ocean watching a dredging operation to bring sand back to the beach. RA is looking at hiring consultants to assist

with some of their shortline operations and we made a presentation to their engineering and operating staff. Hopefully we will be one of the consultants they select to assist in their work.

I flew back to the icebox in Illinois on Wednesday night, packed the suitcase again and headed to West Virginia for a bid showing for the double track project. This time I drove and arrived in Martinsburg that evening. On Friday the weather turned nice, sunny and some 40 degrees. We had 6 contractors that we had submitted plans and specifications to and all were on the project. After the meeting we toured each site and will be preparing addendums to the specs for changes that we made during the meeting. Contractor's should on the site around the first of April with the signal department starting their work around the same time. Hopefully all work will be completed by the end of the year. The new MARC facility will be bid in May with work starting sometime in June. This project will carry over to 2003.

The Princeton project is being shown to contractors on March 4 and right of way has finally been secured. The Toledo project will see alignments designed the first week of March and right of way documents completed by the end of the month.

Additional work for the office includes design of a yard for the Tampa office.

They have a project for Con-Agra that involves moving a yard for highway construction. We will design the new yard with that office handling the plan preparation and final documents.

Our Chicago office is also involved in a study to move some rail lines on the west side of O'Hare for extension of runways at the airport. We will be assisting in this project.

Spring work is beginning for grade separations with Tuscola, Tilton, Dixmoor, Cayuga and Blue Island on the local list. Bremen will begin soon when the ground thaws for track shift. Clermont, IN bridge has been let and work should begin in May.

Looks like another busy year.

Rick

Passenger Miles Up

Friday, February 15, 2002 - #02-04 Amtrak ridership was 4.5% above the January 2001 level, and passenger-miles were up 5.0%. The corresponding numbers reported by the Air Transport Association for domestic airline service are declines of 14.7% and 12.8%, respectively. Amtrak's passenger revenues were up 12.4%.

* All three Amtrak business units posted gains in ridership, passenger-miles and passenger revenues.



CSXT 789 handles an eastbound coal train past the contractors looking over the proposed project in Martinsburg, WV., 3-1-02 R. Schroeder photo.

* Long-distance sleeping cars continue to experience heavy volume and frequent sellouts. Overall, sleeping-car ridership grew 10% and revenues grew 19%.

* While these Amtrak statistics represent a continuation of established post-9/11 trends, they all reflect stronger growth than in December, and are particularly notable given the continuing recession in the travel industry.

These figures underline what we have been saying: the traveling public wants more transportation choices, not fewer, particularly in the wake of September 11. Public policy should be aimed at expanding, not contracting, intercity passenger rail service.

At yesterday's House Railroads Subcommittee hearing, the statement was made that long-distance trains are "used by railfans for nostalgic reasons." We urge anyone who believes this to get on a long-distance train and talk to the passengers. They are overwhelmingly using the train for real transportation purposes.

National Association of Railroad Passengers

Wheel Report

In the news again – member Bill Sandusky made the local papers again. No, there were no derailments, just reporting on the train layout in the basement.

On January 28 the Danville Commercial-News featured an article about the G Gage basement layout in Rossville. Moving down from Chicago 2 years ago Bill and his wife Jean found a house that would fit both of them – he got the basement and she got the upstairs she wanted. Bill tried to take over more basement but some appliances must remain.

Many of us have visited Bill's layout and operated the Grafton Davis and Mt. Storm Railway Company. Though not a lot of scenery has started the point-to-point layout is fun to operate. And in the words of member Bob G, "you can see the car numbers." Check this issue of the Flyer for the next session Bill will host and come check out the layout. He might even let

you run a train.

The Blackhawk Chapter reports that work continues on the former C&EI Depot being restored in Beecher. The depot has a new roof using singles to represent the old "slate" shingles. Work also continues on restoration of the windows and the interior of the building. New siding will be installed this spring.

The Monticello Railway Museum will have new restroom facilities this year. Over the winter months the volunteers have removed the old building that set north of the Nelson's Crossing depot and erected a new structure to serve the customers. The warm weather this year has allowed the museum to get the building up and closed in. With inside heat the plumbing and painting continued with outside work to come in the early spring. Most of the building should be completed when School Days take place in early May.

C&EI Meeting - as noted in the last issue, the C&EI Historical Society will have their annual meeting, April 26-27 at the Rose-Hulman Institute of Technology in Terre Haute. C&EI members will be receiving the notice of meeting and schedule of events soon, but we are listing the program for nonmembers as follows:

Saturday - 9 AM, opening remarks by President Doug Christiansen, followed by History of the Whippoorwill and Meadowlark by Bob Lehnert, Terre Haute Union Station, by Mike Raffay. After lunch Bill Foster and the Haley Tower group will conduct a tour of sites around Terre Haute as well as have the Haley Tower open for business. A buffet dinner will be served at

6 PM followed by a Discussion of Railroad History in Terre Haute by Richard Wallis and John Fuller. The C&EI HS business meeting will follow at 8 PM.

Blank Space

You will note the blank space below. Your editor has really been covered up with work over the past few months and has lacked time to get additional articles for the news letter. Thus this issue is short, and thus the blank space. The demands from some 30 active projects has grown to the point it difficult to get the work done in the office and thus some time is now spent at home at night and weekends.

The editor (me) would look forward to having some articles sent by other members - anything will do. If you can do it electronic that is great. If not, type and I can scan. I am looking forward to the Urbana Train Show as the only weekend that will be enjoyable, railroad wise, this month. At least that weekend work is set aside and I get to play for the whole weekend (even if the knees do give out).

Rick

CSX 8054 eastbound at Martinsburg, WV, March 1, 2002

