

FIRST CLASS MAIL

"THE DANVILLE FLYER"

DANVILLE IL 61834-1013

P.O. BOX 1013

NATIONAL RAILWAY HISTORICAL SOCIETY

DANVILLE JUNCTION CHAPTER



If the 70's are retro in 2000, then the L&N in the late 70's seems pretty cool today. Here's RS-11 #954 at Brewer Yard in June of 1978. You know it's an Alco by the puff of smoke above the caboose it has just pulled away from. Photo by Doug Nipper

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/>

Volume 32

May 2000

Number 5

Coming Events

May 21, 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.

May 20 & 21, 2000

Milwaukee 251 runs Chicago to Galesburg, Illinois. Leave Chicago at 8:00 AM and depart from Galesburg around 3 PM.

May 20 & 27, 2000

Work session at Rossville — prepare for opening of museum on Sunday and Monday.

June 4, 2000

Wheaton, IL — Great Midwest Train Show, DuPage County Fairgrounds, 10-4, admission \$6.

June 11, 2000

St. Charles, IL — 23rd Annual Midwest Railroad and Transportation Show, Kane County Fairgrounds, 10-4.

June 17 - 20, 2000

Monticello, IL — Father's Day Bluegrass and more includes train rides on the weekend.

June 24 & 25, 2000

Galesburg, IL — Annual Railroad Days. Displays excursions on BNSF, operating layouts and swap meet at Carl Sandburg College.

July 3, 2000

Monticello, IL — Fireworks train at night.

August 12 & 13, 2000

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

Next Meeting

The next chapter meeting will be Sunday, May 21 at the Pizza Inn, corner of Williams and Gilbert Street (Illinois Route 1) in Danville. Discussion will be upcoming season at the museum and maintenance work on the building and layout. Remember, this is the last meeting of the summer. **We no longer meet in June, July or August.**

The program this month will be presented by Bob McQuown. Last month Bob tried



to show a video on Cincinnati Union Station but there were problems with the TV/VCR. This month Bob will bring his own and hopefully we will get to see the tape.

On April 29 a work session was held at the museum. Jesse Bennett, Allen Cooke and Rick Schroeder worked in the waiting room repairing the walls and painting the windows in preparation of hanging new blinds. The work continued the following week-end. At the April meeting we had several to volunteer to help at the museum. **Another work session will be held on May 20 and again on May 27 before we open.** A special thanks to new member Bill Sandusky for painting the exterior windows and trim. Bill has been working as time and "to do" lists permit. We especially need the downspout in the northwest corner replaced as the water is causing the northeast corner of the building to sink. Please try to help one of these two weekends.

Last winter the family of a former member donated a collection of Lionel and Marx trains. Bob G. knew the auctioneer at Williamsport that now has an Internet site for selling toy trains. We turned the collection over to him to sell with his firm getting 15% for their effort. In about 1 month he sold all items and a check arrived to boost the treasury by over \$1,200. We could have not done this well trying to sell at train shows.

This year we plan to get tuckpointing and painting done at the museum. If you have time we would appreciate your help. With the sale of the toy trains, sales at the train shows and a decrease in rent at the museum the treasury is now carrying a balance of around \$9,000. Maybe we should check however as Treasurer Cooke and his wife are on a trip to Ireland!

This summer your editor will try to publish one issue around the middle to end of July. Workload is heavy as usual and I will have to see when I can fit the typing into the schedule. Hopefully we will have a lot of news and give you a big issue before the Caboose Days at Monticello.

Rick

Wabash National Corporation to Display 10,000th Roadrailer Trailer

LAFAYETTE, Ind. - April 5, 2000 - Wabash National Corporation announced today that another milestone for its proprietary RoadRailer(TM) system will be achieved next week with the display at the International Intermodal Expo of the ten thousandth RoadRailer trailer built.

The trailer, a 53' DuraPlate(TM) RoadRailer dry van, is part of a 200-unit order currently under production for Amtrak. Following the display, the unit will go into service on Amtrak's fast-growing Mail and Express high-speed network.

Recent orders for RoadRailer equipment total approximately \$19 million, which includes dry vans for Amtrak and Canadian National Railroad, as well as 53' ReeferRailer trailers for GATX Capital (ICE Express) and Clipper Controlled Logistics.

Today, an international network of RoadRailer service spans much of North America, connecting locations such as Montreal, Quebec; Jacksonville, Florida; Dallas, Texas; Newark New Jersey; Los Angeles, California and Portland, Oregon. Current RoadRailer purchasers and operators include Triple Crown Service, the Burlington Northern and Santa Fe Railway Company, Canadian National Railroad, Clipper Controlled Logistics, GATX Capital, the Temstar Division of Mark VII Transportation, Swift Transportation, and Amtrak. RoadRailer trains are also operated by Union Pacific Railroad (for Swift Transportation) and Canadian Pacific Railroad (for Triple Crown).

RoadRailer equipment is active around the world, with commercial operations underway on four continents: North

America; South America (Brazil); Europe (Germany, Austria, Italy) and Australia. Testing is also underway in a fifth continent, Asia (China, India, and Thailand).

Wabash National Corporation designs, manufactures and markets standard and customized truck trailers. The Company believes that it is one of the largest manufacturers of truck trailers, the leading manufacturer composite trailers and, through its RoadRailer Division, the leading manufacturer of bimodal vehicles. The Company's wholly owned subsidiary, Fruehauf Trailer Services, Inc., is one of the leading retail distributors of new and used trailers and aftermarket parts, including its Fruehauf and Pro-Par(R) brand products - via Transport News.

Pioneer Railcorp Acquires 15th Railroad

PEORIA, Ill., April 13 - PIONEER RAILCORP announced today that the Company has acquired its 15th shortline railroad.

The Indiana Southwestern Railway Co. (ISW) became Pioneer Railcorp's 15th shortline railroad subsidiary at 12:01 a.m. on April 1, 2000. In a series of asset purchase transactions, the ISW acquired all of the rail facilities owned or leased by the Evansville Terminal Railway Company (EVT). The rail line begins on the west side of Evansville at a place called Harwood Yard and runs north to Poseyville, Indiana along the former Peoria, Decatur and Evansville Railroad (later Illinois Central Railroad). At Poseyville the railroad runs east to Cynthiana, Indiana along the former Chicago & Eastern Illinois Railroad's Mount Vernon Branch (later CSX Transportation). The total length of the ISW is 23 main line miles.

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The Punkinvine Railroad

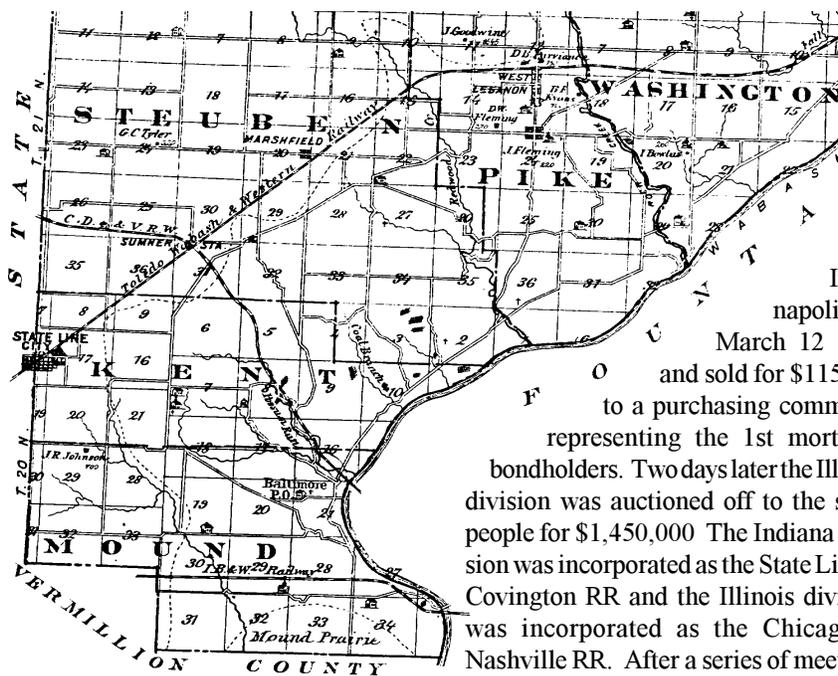
By Brian Knight, February 13, 1987

The Coal Creek, or more appropriately named Punkin Vine branch of the old Chicago Danville & Vincennes Railroad was a poorly built streak of rust that meandered from Bismarck down to the coal mines near Snoddys Mill in Fountain county Indiana. Visible outcroppings of coal led to the opening of these mines at an early date. Horses on a tramway originally hauled the coal on wooden rails 3 miles west to Vicksburg and loaded in barges on the old Wabash & Erie Canal. When consumption of coal increased after the Civil war, the railroad age was ushered in to supply the demand.

The Attica & Terre Haute railroad was the first to envision a line serving the coal creek mines. It was incorporated in 1869 to build between Attica and Rockville and was authorized to issue \$500,000 in capital stock. It's likely they were unable to raise that much as the road had only managed to grade 10 miles of the line by 1871. The Chicago Danville & Vincennes was constructed by J. E. Young & Co. southward from Dolton to Danville in 1869 to 1871. Its main purpose was to supply Chicago with the coal it needed for its rapidly expanding industries. In 1872, plans were made to construct a branch to the Coal Creek mines and on to the Brazil Block coalfields.

Two companies were formed in the interest of the C D & V to secure additional building rights. The Rossville & Indiana Railroad Co. was incorporated February 23 1872 under the laws of Illinois to build eastward from the CD & V mainline to the state line. On March 4th it was absorbed into the C D & V. On March 6th the Western Indiana Railroad Co. was incorporated under the laws of Indiana to build southeasterly from the state line through Covington and Montezuma to Brazil. On March 9th it was formally consolidated into the CD & V. Finally, on May 9th, the Attica & Terre Haute RR was merged into the CD & V in order to use its 10 miles of completed roadbed.

Work began that summer and the same



low standards that the rest of the CD & V had been built by were applied to this branch. At one point in Covington the road was built around a house in order to avoid paying the high price the owner desired. The bridge over the Wabash River was a spindly wooden trestle built as cheaply as could be done without lessening the contractor's profits. The final 3 miles of track built west of the river were hastily laid leaving a tremendous grade for loaded trains climbing out of the Wabash valley.

By July 1873 there was a continuous line of rail laid as far as Snoddys Mill and 28 miles were reported graded south of there. Trains began to run, probably slowly and carefully, and were soon hauling 40 to 50 cars of coal northward daily. The Panic of 1873 put an end to the Brazil extension and after the CD & V defaulted on interest payments it was placed in receivership. The receivers kept a construction train busy putting the Punkin Vine into better condition. Stone was dumped around the piers of the Wabash River bridge to strengthen it and the difficult grade west of there was reduced allowing trains to pull 1/3 more cars. A telegraph line was also installed at this time.

The court divided the CD & V into two parts, the Illinois and Indiana divisions. The Indiana division was auctioned off at

Indianapolis on March 12 1877 and sold for \$115,000 to a purchasing committee representing the 1st mortgage bondholders. Two days later the Illinois division was auctioned off to the same people for \$1,450,000. The Indiana division was incorporated as the State Line & Covington RR and the Illinois division was incorporated as the Chicago & Nashville RR. After a series of meetings between the bondholders the two roads were merged together to become the Chicago & Eastern Illinois RR on September 1, 1877.

The depression of the 70's lingered on and the demand for coal stayed low. The mine owners at Coal Creek, like many other capitalists of that time, tried to bolster their sagging profits by reducing the workmen's wages. The tough Welsh and Cornish miners, laboring long hours in tiny cramped tunnels could not abide this, and went on strike. The mine owners' answer to this was to bring in 100 Negroes to work at the reduced wages. As the animosity between the two factions increased, the striking miners armed and formed a militia that they called the "Wabash guards".

On the evening of April 16 1878 they were gathered in Victor Vanderveer's saloon after spending most of the afternoon drinking. A crowd of strikebreakers was down the street drinking and in a boisterous mood. One of them entered the Vanderveer saloon to insult the guards who responded by shooting him on the spot and heading outside to fire at the other scabs down the street. When the firing stopped five men lay dead. All the men involved in the killings were acquitted at the trial in Covington, which infuriated the strikebreakers.

Frank Kelly, who had given important

testimony at the trial helping to acquit the miners, was met on the street one evening by several armed Negroes intent on exacting their revenge. Kelly pulled his revolver and shot Tom Mimms dead. He then took off running up the street exchanging gunfire with the Negroes close on his heels. Billy Graysdale joined in Kelly's defense and the two barricaded themselves in the Haberman house where later over 100 bullet holes were counted. Governor Williams sent in troops from Indianapolis commanded by Captain Ruckles to restore order after this episode. When the army left most of the strike-breakers went with them.

In 1879 the C & E I built a wye at Covington to connect the Punkin Vine with the Indianapolis Bloomington & Western. In June they began running their Coal Creek trains over that road to Danville Junction. The C&E I claimed they would soon be replacing the rickety old wooden bridge over the Wabash and commence running trains to Bismarck again but this never happened. The rails were taken up from the north end sometime in 1880.

Business revived from the long depression in the early 80's and the 1882 C & E I annual report says 1 1/2 miles of track were built that year at Coal Creek to serve newly opened mines. By 1888 the Fountain County mines were beginning to play out and the Punkin Vine was abandoned. The C & E I had found new sources of coal by leasing the Indiana Block Coal RR between Otter Creek Junction and Brazil in 1879 and building the Danville & Grape Creek RR into the coalfields of the Vermilion river valley in 1880. Also, the C & E I - Chicago &

Indiana Coal RR merger in 1888 provided the road with yet another route to the Brazil Block fields.

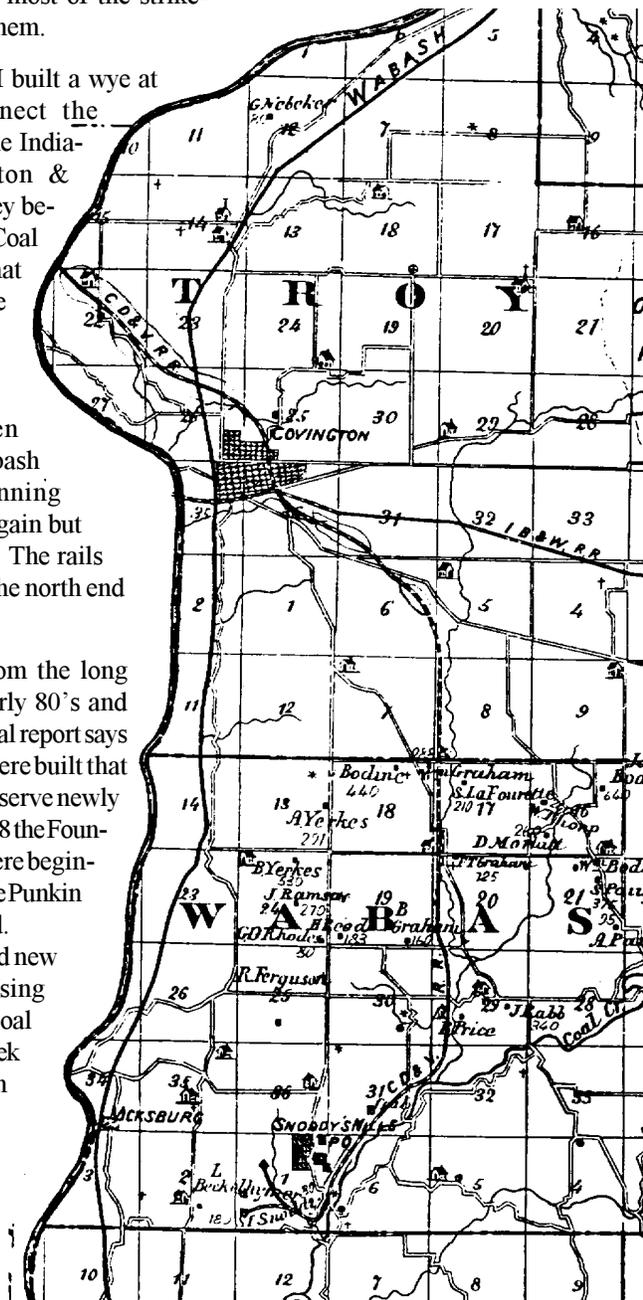
Editor:

It has been over a century since the last coal train rattled over the old Punkin Vine with the fuel needed to stoke the fires of Chicago's booming industrial revolution. Few people realize there ever was a railroad along this route and little evidence remains of its existence. In the Bismarck area the industry track that

curves away from the mainline is the former branch. At Johnsonville, only a slight dip in the ground elevation can be seen as the railroad crossed under the Wabash. Once you leave the Johnsonville (Sumner) area the line followed the ravine to the Wabash River. Some grade can be spotted and the fill leading to river can still be seen. On the Covington side the grade is still visible up to the Wabash and Erie Canal crossing and to the nearby road out of Covington. Southeast of town the line cut through a property and the cut is still visible. Near I-74, the early spring, one can see the grade approaching the highway and south toward Snoddy's Mill the grade can still be spotted as it crosses over county roads.

Snoddy's Mill was located on the banks of Coal Creek south of Covington. The mill was a tourist area until vandals burned it down a few years back. If you want to follow the line pickup some older 7.5 minute USGS maps of both Illinois and Indiana as they show the roadbed in some areas and call out the abandon railroad. While researching an article one time I found some notes in the old newspapers at Williamsport indicating the Baltimore are had a small jail. Some ruffians were held there overnight until the train could take them to Sumner and then to Williamsport.

Brian was is a former member of the chapter. He wrote the story for a C&EI meeting in Danville and a tour of the abandon line. Brian left the area a few years back to work for Conrail out of the Kankakee area and is now in northern Indiana.



Continued from Page 2

The commodities moved on the line are grain, plastics and rail equipment.

Company President & CEO Guy L. Brenkman states: "We are pleased to now be in the Evansville market. The ISW should provide the Company with a good base to pursue other rail business opportunities in the area."

The ISW represents the third railroad in the State of Indiana owned by Pioneer

Railcorp. The Company also owns and operates rail lines located in Elkhart and Kendallville, Indiana.

Pioneer Railcorp is a shortline railroad holding company with 15 freight railroads operating in nine states with over 440 miles of track. For more information, visit the Company's website <http://www.pioneer-railcorp.com>.

Via Transport News

Vermilion County Coal Mine

The Black Beauty Coal Company has been buying property, mineral rights included, in the southern part of Vermilion county near Danville. The area lies southwest of Georgetown and Olivet, northeast of Indianola and south of the present Riola Mine. The Evansville, Indiana company has acquired about 415 acres for the new mine site.

At the present time the petition for opening the mine have been submitted to the Illinois Water Pollution Control Board, the Illinois Department of Agriculture, the Illinois Department of Natural Resources and the Illinois EPA. This is the preliminary path permitting takes before any public hearings are held. The proposed underground mine will employ between 120 and 140 persons when in full production around the third quarter of 2001.

The company plans to build a rail connection for shipment of coal via unit trains. For several years the branch of the C&EI crossed the area where the mine is proposed between Indianola and Westville. The line was abandon several years' back and the tracks removed. We have not seen the map and do not know the planned route but reports indicated the mine intends to build a connection to the former Conrail line at Vermilion Grove. The loop track would hold a 100-car train for flood loading. Reports are that the coal will go to the Cayuga power plant. Even with some property owned, and clearing starting, construction of a new rail line will take additional permitting and right of way.

Tracks Ahead

The fifth series of the PBS program, Tracks Ahead, produced by WMVS/WMTV, Channels 10 and 36 in Milwaukee, has been in production since December according to Senior Producer Chuck Zehner. Locations taping will take place in ten countries and will be done in DHDTV, high definition television.

Kalmbach Publishing and William K. Walthers, Inc. will be joined by Kato as major underwriters with a number of others contributing lesser amounts. The 30-minute programs will again be produced by David Baule and hosted by Spencer Christian. Subjects will range from N gauge to prototype and will be a 13 program series. Some subjects will be the Ringling Brothers and Barnum and Bailey Circus train, Rochelle Railroad Park, Conway Scenic Railway, Texas State Railroad park and a trip from Rome to Palermo, Italy.

Via Wisconsin Chapter Sparks and Cinders

Attica, Indiana - Trackside in the 50's

First of all; an update about the State Line City article... I have been checking through my reprints of the June 1868, 1869 and 1870 Travelers Official Guides of the Railways, and they show Danville, Ill. as the division point. The Toledo, Wabash & Western was built through Attica winter 1855-spring 1856 and President Lincoln was inaugurated in March 1861, so State Line City wasn't a division point vary long.

I have been encouraged to write about my railfanning experiences in the latter 50's by Jim Sinclair, Richard Schroeder and E.J. Caytor. I hope my experiences chasing trains in West Central Indiana and Eastern Illinois will be of interest. In return, I would like to receive news of the rail scene as it progresses in the heartland. The double tracking from Attica to Riverside, and any remaining industrial trackage in Attica.

My first contact with a railroad was the Chicago, Attica & Southern since it ran through Pine Village (where I went to

school for 12 years), Chatterton (an abandoned grain elevator and three miles west of the family farm), Winthrop (a coaling point and one mile north of my grandparents farm which was bisected by the railroad-the farmhouse just a stones throw from the road crossing). Unfortunately the last segment of the C.A. & S. was abandoned in April 1946 when I was ten years old.

My interest in railroads was rekindled when I joined the Purdue Model Railroad Club. Some of the students were railfans, and I was infected! Since the nearest railroad to my home was the Wabash at Riverside, I adopted it as my favorite. All there was at Riverside was a grain elevator, a general store, a church, and a handful of houses. Attica was a much better location because it was a small industrial city; "and" the road from Riverside to the Attica Depot was in sight of the tracks all the way.

East of the depot was a small three-track yard, in addition to a passing siding. Further east of the yard, there was a stockyard and a brickworks. The old Covington branch left the mainline between the freight depot and the Wabash River bridge. The only traffic generated on this line was a large gravel works southwest of town. As many as 25 loads were taken out of there six days a week by the Tilton, IL. local. Wabash engine no. 556, an 0-6-0 class B-6 was used at the gravel works until it was scrapped in 1959. The remainder of the Covington branch was abandoned in 1932.

The C.A. & S. ran under the Wabash fill over in the bottomlands, so the interchange was with the Covington branch near downtown Attica. When the C.A. & S. was abandoned, the Wabash began switching the industrial trackage that had been developed when that railroad was a branch of the C. & E. I.

Going south from the Wabash depot there was a grain elevator, a cabinet making plant that was converted to a battery factory after World War II, and a siding where the section cars were spotted between Main Street and US 41.

I took pictures of old wooden bunk cars, old passenger coaches, old converted troop sleepers, and old tenders. It's hard

to believe that the Wabash maintained a downtown passenger ticket office in this area in the days before automobiles- in a city of less than 4,000!

Continuing south the C.A. & S. built depot (actually the company head- quarters; they didn't offer passenger service) became a lumberyard. Next was another grain elevator and then the Harrison Steel Castings Company - founded as the National Car Coupler. Before World War II, this plant cast wheels, couplers, and other steel castings used by the railroads.

I became friends of the agent at the Wabash Depot so I spent many Saturdays there during summer when I was in college. The local way freight would usually get to Attica and start switching before No. 1 (the westbound Cannonball) came through. It was not scheduled to stop: however the agent told me that if a days notice was given he could have it stopped. I took advantage of this later when I was in the Army; once to Missouri and the next time to California. The "non scheduled" time for Attica was 11:50 A.M. The eastbound Cannonball No. 4 was scheduled to stop at 1:29 P.M., so I could take pictures at my leisure. Most of the cars were heavyweights with six wheel trucks. The Wabash had rebuilt them with swaled windows and air conditioning. By the time I started photographing the Cannonballs, the open platform lounge cars had been transferred to the Banner Blue, however, solarium lounge cars were used to replace them.

Motive power was a mix of EMDE-7's, E-8's, and Alco PA-1's. I never did see like units paired, although I did get a photo of three EMD steam heater-equipped Geeps at the Lafayette Depot. Motive power on freights was usually EMD F-7's with the Geeps used for way freights. I never did see an Alco FA or F-M Trainmaster in Attica. When the Wabash started the new paint scheme I was able photograph three F-7's, each with a different paint job. One unit had the old blue white gray scheme: another had the blue with yellow striping; and the third had no striping.

So that was the railroad scene in Attica fifty years ago. It seems like yesterday!

By Wade Frasch

Wade Frasch is one one of our new members and lives in San Jose, CA. Wade sent his memories to the Illiana group via the internet and I thought you would like to see his memories. Editor

CSX ousts railroad president and two other ex-Conrail officials

Plagued by intractable service problems, slim profits, and a sagging stock price, CSX Corp. on April 11 ousted CSX Transportation President Ronald J. Conway and two other former Conrail executives as part of a management shakeup at the railroad.

CSX Corp. Chairman and Chief Executive Officer John W. Snow is taking on Conway's duties as leader of the company's railroad unit, which has struggled to integrate its portion of Conrail. "We are grateful to Ron for his contributions, most notably for leading CSX Transportation through the complex integration of Conrail properties into our network," Snow said.

Conway left Conrail, where he was the top operating official, in 1998 to join CSX, and was named president of CSXT in July 1999, just six weeks after CSX and Norfolk Southern divided up Conrail on a 42-58 percent basis.

Although CSXT initially fared better than NS in meshing Conrail operations with its own, Hurricane Floyd and an exceptionally heavy fall shipping peak knocked CSXT off stride, and its operations never recovered as anticipated. Service remains poor, with on-time performance below 50 percent for merchandise business, down from nearly 80 percent prior to the Conrail breakup.

WORK SESSION

Remember, there will be two work sessions, one on May 20 beginning around 9 AM < the second on Saturday May 27, same time. We need help getting ready for the opening of the museum.

Under Conway, the railroad was unable to make progress on fixing service problems fast enough to meet expecta-

tions of customers, shareholders, and, ultimately, Snow. Indeed, CSX fell short of reaching its March 31 operational goals, which called for average train speeds of 19.5 mph and an average terminal dwell time of 30 hours per railroad car. For the week ending March 31, average train speed was 17.7 mph, and average terminal dwell was 33 hours, with 11 terminals over the average. Meanwhile, CSX shares that traded for around \$50 in May 1999 now sell

NARP calls for *CARDINAL* reroute

NARP has urged Amtrak to consider changing the route within Chicago of Amtrak's *Cardinal* and *Kentucky Cardinal*. The trains now use many different railroads and cross several railroads at-grade, so the published schedule is painfully slow and operations unpredictable. For the 29-mile run between Chicago and the nearest stop (Dyer, IN), the timetable calls for 1:09 southbound, a 25.2 mph average, and 1:50 northbound for a 15.8 mph average.

In a March 30 letter to Amtrak President George Warrington, NARP asked Amtrak to consider routing the *Cardinal* onto the Illinois Central at Harvey, IL, now-rather than after-completiiori of the longer-range Grand Crossing connection (Feb. '99 *News*). That connection would improve the run between Union Station and the Illinois Central to Champaign/New Orleans. Based on the experience of Amtrak's *City of New Orleans* and *Illini*, the Harvey reroute should improve the *Cardinals'* operation promptly.

The *Cardinals* link Chicago daily with Indianapolis and the Louisville area, and tn-weekly with Cincinnati, West Virginia, Virginia and Washington, DC.

in the \$22 range.

Those numbers represented the hand-writing on the wall, so news of Conway's departure did not come as a surprise to many who work at CSXT headquarters at 500 Water Street in Jacksonville, Fla. In his nine months at the helm, Conway had assembled a management team chock-full of former Conrailers, and two of them were dismissed April 11 as well: Gary Spiegel, senior vice president-operations, the railroad's top operating official, and John Sammon, the senior vice president who headed the Merchandise Service Group.

CSXT originally embraced former Conrailers and placed them in top-ranking positions as the Conrail carve-up unfolded. The sacking of Conway, Spiegel, and Sammon does not mean a Conrail purge is under way. During a meeting with more than two dozen executives at CSXT's headquarters on April 11, Snow stressed that CSX still values and depends upon the contributions of former Conrail managers.

The March 31 disclosure in the Washington Post by transportation writer (and TRAINS columnist) Don Phillips of a Federal Railroad Administration draft track audit of CSX—which found unsafe conditions, questionable maintenance practices, and deteriorating track—certainly didn't help Conway's cause. But railroad officials said it wasn't a major factor in his dismissal, especially since the instances cited in the FRA report stem from long-term problems. Conway served as president for only nine months.

The task now for CSX is the same as it was with Conway in charge: Improve performance, attract more business, and boost its stock price. Snow says it can be done.

"CSX has a terrific opportunity to grow earnings substantially," Snow said. "Our job now is to sharply focus the entire organization on the overriding goal of enhancing shareholder value by stepping up the pace of operations, making this the safest railroad possible and bringing customers the level of rail service they want and need. We've done that before, and now is the time to do it again."

CSX announced three appointments to its

new management team on April 11:

+ CSX Transportation Executive Vice President Michael J. Ward is now the railroad's top operating official, responsible for operations and rail network performance. He formerly led the railroad's coal operations and managed the company's two-year effort to integrate former Conrail operations into the CSX system. In a letter to colleagues, he announced five appointments, four of them in key operating positions.

+ CSX Corporation Executive Vice President and Chief Financial Officer Paul R. Goodwin has been named vice chairman. He now oversees all financial functions in the company, and he is heading a cost-reduction program.

+ P. Michael Giftos, formerly CSX Transportation senior vice president and general counsel, becomes executive vice president and chief commercial officer at the railroad. Giftos, who has been responsible for pricing strategy, will be in charge of the railroad's merchandise, coal, and auto marketing and sales efforts. The railroad's service groups, which used to report to Conway, will report to Giftos.

More management changes may come this week as CSX further refines its executive team.

Conway was named president on July 14, 1999, succeeding A.R. "Pete" Carpenter, who became vice chairman of CSX Corporation. The timing of the move—coming just six weeks after Day 1—spoke volumes about how CSX felt it was handling the Conrail integration.

"John Snow was pleased with the performance of the railroad during the integration, and the railroad prior to that was running very well—better than it had in a long time," Conway told TRAINS last August. "It was an affirmation that we had our game together."

But what Conway and the railroad needed was a fast-break game, one that never came together.

TRAINS On-Line, Bill Stephens 4/12/00

Service to Run Daily Between Janesville and Chicago

CHICAGO, April 11—Amtrak announced today that it will begin new daily passenger train service between Chicago and Janesville, Wisc., on April 15.

Launched as part of Amtrak's Network Growth Strategy, the new train - the Lake Country Limited - will feature a daily early morning departure from Janesville to Chicago and evening return to Janesville. The service will make an intermediate stop in Glenview, Ill.

"The Midwest is at the forefront of Amtrak's aggressive growth plans," said Gov. Thompson, who is also chairman of Amtrak's Board of Directors. "This new train provides nationwide access by rail for not only passengers in the Janesville area, but for the entire business community in southern Wisconsin."

The Lake Country Limited will travel over rights-of-way operated by Metra (the Chicago commuter rail system), the Wisconsin and Southern Railroad and the I & M Rail Link. It will provide daily, all-reserved coach service while increasing Mail and Express commercial opportunities between Janesville and Chicago, providing access to Amtrak's national system for both passengers and time-sensitive shipments.

A temporary passenger facility at Janesville will be constructed on the south-east side of the city. Amtrak is also considering the addition of an intermediate stop at Walworth, Wisc., near Lake Geneva, pending upgrades to the station there.

The southbound Lake Country Limited will depart Janesville at 6:00 a.m., Monday through Friday, arriving in Glenview, Ill., at 8:50 a.m. and in Chicago at 9:20 a.m. On weekends and holidays, the train will depart Janesville at 6:15 a.m., arrive in Glenview at 8:35 a.m. and arrive in Chicago at 9:05 a.m. The northbound Lake Country Limited will depart Chicago at 8:15 p.m. daily, arrive in Glenview at 8:39 p.m. and arrive in Janesville at 11:05 p.m.

A ticket between Janesville and Chicago will be \$22 each way. Customers can call Amtrak at 1-800-USA-RAIL to make a reservation.

The new service is the first route to be introduced by Amtrak as part of its Network Growth Strategy, announced earlier this year by the Amtrak Board of Directors. The strategy is based on an unprecedented, comprehensive analysis of its national rail system and potential market opportunities. It is a commercially driven plan to expand the existing rail network, increase profitability and better serve all Amtrak passengers and business partners.

This network will offer passengers not only more attractive travel options but will also provide Amtrak's Mail and Express customers with increased shipping capacity. Expanded routes and improved frequencies have been identified for 21 states, serving 975 new station pairs and increasing train miles by 4 million to a total of 38 million. The planned service growth is dependent upon agreements with freight railroads and other partners.

Transport News, via Internet

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 whistleblowing 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

Supreme Court sides with railroads in grade-crossing collision case

The U.S. Supreme Court, in an April 17 ruling, shielded railroads from being sued over inadequate grade-crossing protection if the equipment was installed using federal funds.

The court's 7-2 ruling reversed lower courts' decisions that ordered Norfolk Southern to pay \$430,765 to the widow of a Tennessee motorist, Eddie Shanklin, who was killed in 1993 when his car was struck by an NS train in Gibson County, Tenn., at a crossing protected only by crossbucks.

Shanklin's wife, Dedra, sued, claiming that the railroad was negligent for failing to install adequate warning devices, as required by Tennessee law. NS argued that the crossbucks were installed under a state project that used federal highway funds, and therefore NS was not liable.

The justices sided with NS. “Once the FHWA (Federal Highway Administration) approved the project and the signs were installed using federal funds, the federal standard for adequacy displaced Tennessee statutory and common law address-

ing the same subject, thereby pre-empting (Mrs. Shanklin's) claim,” Justice Sandra Day O'Connor wrote.

“Nothing prevents a state from revisiting the adequacy of devices installed using federal funds. States are free to install more protective devices at such crossings with their own funds or with additional (federal) funding,” O'Connor wrote. “What states cannot do—once they have installed federally funded devices at a particular crossing—is hold the railroad responsible for the adequacy of those devices.”

TRAINS On-Line, 4/19/00

Quotes

Illinois DOT Secretary Kirk Brown said "Amtrak has done an outstanding job. Three years ago, we would have said Amtrak was a problem. But they've changed the way they do business. They have done a great job of building credibility with local communities."

Attached is the most recent membership list. Please keep for reference. Next month we plan to publish a list of E-mail addresses for all members. If we do not have your address please send to the Editor at Rickschro@aol.com.

Work Sessions

Much has been accomplished at the last two work sessions by a few members. We need additional help at the two listed, May 20 and 27, to get the museum ready for the opening this year. Please come one of the days and be prepared to paint, clean and arrange displays and get the layout ready for running.



BNSF, Wabash National, offer ReeferRailer incentives

Buy 53-foot refrigerated RoadRailers (ReeferRailers) from Wabash National put them into intermodal service with Burlington Northern and Santa Fe, an' you'll get a special purchase price from the manufacturer, plus a cash rebate c \$100 to \$150 from BNSF each time the trailer is moved on that road for the next 36 months.

That's the incentive package BNSF and Wabash are offering shippers for switching from regular trailers to Reefer Railers. BNSF has operated solid Road Railer trains since 1997 and has U5C(ReeferRailers in its weekly Ice Cold Express intermodal service between Southern California and Chicago since June 1999.

"We are committed to supporting RoadRailer technology," said Mike Wood, general director-Perishables. "The slackless ReeferRailer Ice Cold Express trains provide tremendous ride quality which has enabled us to offer our customers a superior truck-competitive alternative for temperature-controlled products." He also said customer feedback has been so good that "we are considering expanding the frequency of the service and adding service to additional markets."

Railway Age - April 2000

More L&N in the 70's

Right: The classic L&N caboose at Brewer Yard 6-78



Here are some more L&N 70's retro shots... Above, we see GP40 #3007 leading a northbound train at Liberty Lane in Danville in June of 1978. Note the trailing unit is a high-hood GP7 or GP9.

Above right: L&N GP38-2 #4030 is southbound just past RA Jct., north of Danville, also in June of 1978

Right: Even as late December 25, 1978, when Family Lines units were showing up everywhere, it was still possible to get solid L&N consists such as this one parked north of Voorhees St. for the Christmas shut-down.



All photos by Doug Nipper