

FIRST CLASS MAIL

“THE DANVILLE FLYER”

DANVILLE IL 61834-1013

P.O. BOX 1013

NATIONAL RAILWAY HISTORICAL SOCIETY

## DANVILLE JUNCTION CHAPTER



IBCX #1855, motive power for the new Vermilion Valley Railroad east of Danville, rests at CSX's Hillery Yard on April 20th prior to delivery to the shortline. 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 \$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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## Coming Events

*May 18, 2003*

Danville, IL Next regular monthly chapter meeting at Pizza Inn, Gilbert and Williams Street next to CSX. This will be the last meeting this spring and we will resume again in September.

*May 17, 2003*

Rossville, IL – Depot Museum Work Session – 9 AM to ?? Will be getting the museum ready for summer opening.

*May 24-26, 2003*

Rossville, IL – Depot Museum open for summer business – Noon to 4 PM each day – volunteers needed each weekend.

*July 6, 2003*

Champaign, IL – Outdoor LGB setup in the backyard of the Schroeder's, 1819 Coventry Dr. viewing 1-4 PM on Sunday.

*July 3, 2003*

Monticello, IL – Fireworks train.

*June 28 & 29, 2003*

Galesburg, IL – Galesburg Railroad Days, swap meet with layouts, displays and other features during the 2-day weekend. Swap meet at Carl Sandburg College, 9-5 and 10-4, \$5.

*August 1-3, 2003*

Villa Grove, IL – 100<sup>th</sup> Anniversary of Villa Grove. Featured will be displays by the C&EIH and Union Pacific.

*August 9 & 10, 2003*

Monticello, IL – Caboose days featuring 7 cabooses on the train, 4 trips daily.

## Next Meeting

The next meeting will be on Sunday, May 18. This will be the last meeting of the spring with the next one the third Sunday in September. Seems a long way off but fall always comes too soon.

We would like to congratulate member Larry Prosser as he joins the "Twenty-Five Year Club" in the NRHS. Again, time goes by so fast it does not seem to me that it was that long ago he became a member.



Larry is one of our past presidents and has helped at train shows, on Saturday's at the museum and sets up the HO layout each year with John High at the Urbana Show. We look forward to another 25 with Larry on board.

Please note the work sessions at the museum this month. Memorial Day weekend will be here soon and we need to get ready. Museum member Bill Sandusky has offered to paint the windows if we get the screen wire off the outside. If you go up to work and get a couple off give Bill a call, he will paint that week and the following weekend we can put the screens back on.

The program for this month will be presented by Rick Schroeder.

## Vermilion Valley Railroad

JD Cooke reports that a new railroad has started up in the Danville area, the Vermilion Valley RR. The railroad will be operating on former Conrail (CSX) trackage from the former Olin plant, now Bumper Works (milepost 11.1) just west of Covington, Indiana to the interchange with CSX at the Indiana state line (milepost 5.2) or near the Central States Warehouse on east Voorhees Street on the east side of Danville. After the former plant closed up about 2 years ago the line has been out of service and CSX had petitioned to abandon the line to east of Voorhees Street. Bumper Works took over the plant to expand the business and will start shipping some 2 to 10 cars of scrap per week. On the cover you will find the new motive power for the railroad.

IBCX 1855 is a former ACL GP-7 193 (built 5/1951 #13873), then SCL 813. Rebuilt to GP16 as SCL 4809, SBD 4809, CSXT 1855, then SWP 1855. R. P. Felix is the operator of the line and is based out of Connersville, Indiana. The railroad plans on storing about 100 cars and ship cars out of Bumper Works on a weekly basis. The crew will come over from Connersville, IN to operate the move.

The engine will reside at the Bumper Works plant.

## Duck!

Scientists at NASA built a gun specifically to launch dead chickens at the windshields of airliners, military jets and the space shuttle, all traveling at maximum velocity. The idea is to simulate the frequent incidents of collisions with airborne fowl to test the strength of the windshields.

British engineers heard about the gun and were eager to test it on the windshields of their new high-speed trains. Arrangements were made, and a gun was sent to the British engineers. When the gun was fired, the engineers stood shocked as the chicken hurled out of the barrel, crashed into the shatterproof shield, smashed it to smithereens, blasted through the control console, snapped the engineer's back-rest in two and embedded itself in the back wall of the cabin, like an arrow shot from a bow.

The horrified Brits sent NASA the disastrous results of the experiment, along with the designs of the windshield and begged the US scientists for suggestions.

(You're going to love this) ..... NASA responded with a one-line memo: "Defrost the chicken."

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## How Amtrak Can Get Back On Track

*By James E. Coston 04/09/2003*

The rail service hemorrhages money, much more than its federal subsidy can handle. Selling a costly 500-mile stretch between Boston and Washington could point it toward profitability.

For the first time in a decade, Congress has approved an appropriation allowing Amtrak to operate without the threat of a shutdown. The \$1.05 billion budget should keep all Amtrak trains running. There's just one problem: The law now gives U.S. Transportation Secretary Norman Mineta the power to eliminate any train he thinks is losing too much money.

But how much is too much? All passenger trains lose money. So do highways and airports. Yet government doesn't shut down our money-losing roads and runways. That would be economic suicide. Mobility makes America rich. But hints coming out of Washington suggest Mineta will heed the critics who claim that Amtrak's long-distance overnight trains are the big losers, that some lose as much as \$200 per passenger.

Those numbers are wrong. Amtrak's real money pit is its Northeast Corridor, a 500-mile, multitrack, electrified, high-speed main line from Boston to Washington that carries the nation's busiest collection of passenger trains. Amtrak got the corridor by accident in 1976 when the federal government redistributed the assets of the bankrupt Penn Central Railroad. Amtrak was stuck with track, signals and electric-power technology dating back to 1935 and bridges, tunnels and stations from 1910. All needed work.

The businesslike thing to do would have been to pass the costs on to the Northeastern commuter agencies. They account for 92 percent of the corridor's daily trains. Only 8 percent are Amtrak's intercity trains. But rather than risk the loss of critical political support from the Northeast's congressional delegation, Amtrak undercharged the Northeastern states and cities - and it subsidized the funding gap with federal taxes.

Amtrak needs to sell its corridor to those local users and use the \$3 billion to \$4 billion in proceeds to get back to what Congress intended it to be: a nationwide, intercity passenger railroad, not a stealth subsidy program for Northeastern transit interests.

Selling the Northeast Corridor would not make Amtrak into a moneymaker. Like our roads and airports, Amtrak would still need a subsidy, probably \$1.5 billion to \$2 billion

a year.

But look at what America would get: For an annual budget less than the cost of adding 20 miles of new lane to an urban expressway, the United States could begin developing a modern passenger railroad system - one that could generate the same economic ripple effect as our subsidized roads and airports.

*James E. Coston is a Chicago attorney and member of the Amtrak Reform Council.*

## Brewer Yard

*Editor: I recently received an inquiry through our web site for information about Brewer Yard. Glen Brewer, former U of I student and now living in Denver, ask what we could tell him about Brewer yard. While in school in Urbana/Champaign he visited Brewer Yard and photographed the old yard office that stood at the north end of the yard. I gave him some history of the area and the information from Glen probably tells how the area (Brewer Road) and the yard was named. Glen sent some of the photos he took during that visit.*

Rick - Thank you for the information. It all seems to fall together, although I suspect the place (never a town as I understand it) was more likely named for David Brewer's father, Richard.

From my father's little monograph on David Brewer, "The Richard Brewer family migrated to Vermillion County, Illinois in 1830 and settled in Newell Township four miles north-east of Danville where Richard and Christina lived out the remainder of their lives."

He goes on to state, "Richard's homestead was located in the south-east corner of Section 35, three and a half miles east of Vermillion Street, Danville and just north of the extension of Voorhees Street."

He continues that Richard's brothers Charles, William and John and sister Sarah soon moved to the county.

## Normal Plans New Multi-Modal Center

Trains, buses, taxis, bikes, and pedestrian travelers will have a new central meeting point in Normal, Illinois when the Multi-Modal Transportation Center is constructed in the downtown renewal area.

The proposed site of the Center lies along the Union Pacific (ex-ICG, GM&O, C&A) railroad tracks near the Constitution Trail (a rails-to-trails conversion of ex-IC fight-of-way) and the junction of Beaufort and North Streets. The new Multi-Modal Center will replace the existing Amtrak Station and will provide for transfer between Bloomington-Normal buses, regional bus service, taxis, and airport shuttles. The facility will include a 360 space-parking garage. Pedestrian connections to the central business district will also be available. The structure will also provide retail and office space and a food-court.

To date, Normal has requested \$2.25 million from the federal government to proceed with the environmental, engineering

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Below - C&EI Brewer Yard office that stood on the east side of the track at the north end of the yard. Photo by Glen Brewer



and design work. At this time, it appears likely that Congress will approve a significant portion of this request. Congressman Jerry Weller, Congressman Tim Johnson, and Senator Dick Durbin have all visited Normal recently for press conferences at which they stated their support for the project. Senator Peter Fitzgerald has also indicated support. Normal plans to request additional funding for the project in the 2003 federal transportation bill.

*Via Spike & Tie from the Midwest Rail Report newsletter of the Midwest High Speed Rail Coalition*

## Amtrak, the Canary and the Myths

*By David L. Gunn - 2/25/03*

Now that I have had a little more than eight months at the helm of Amtrak, I've come to think of this company as the canary in the coalmine.

Not that we're constantly endangered every day by unseen forces - that's true - but that the problems we've been forced to deal with are symptoms of a very big problem for everyone in the transportation industry and especially for freight and passenger railroads all over the country.

The problem is that the business of moving people, whether by air, rail or transit,

is only marginally profitable - if at all - and as a result requires a significant public subsidy to keep its head above water. In good times, state and federal support flows pretty well to cover the needs of roads, airports, transit systems and shipping - though not intercity passenger rail. In bad times, as we have today, airlines go bankrupt and the usually flush states howl over billions in lost federal highway funds.

Amtrak, of course, has it a lot worse, as it must scramble for federal transportation funding that is

otherwise guaranteed to roads and airports through the walled-off highway and aviation trust funds. Federal rules even prohibit states from spending the federal dollars they receive on intercity passenger rail. That must be changed if we're ever to meet the expectations of a public that continues to demand more passenger rail service.

In fact, greater investment in all forms of transportation including passenger rail - is exactly what we need right now for two reasons: the payout is relatively small compared to the payback in mobility, economic activity, jobs and productivity, plus the inverse cost of not investing - as is happening today - is paid out in the cost of congestion and billions of dollars in lost productivity.

We know - for years, intercity passenger rail has been short-changed. The lack of capital investment has undermined our operational reliability and the overall level of service we provide. A service like that in the, long-run pretty soon runs out of customers. The same can be said of the freight railroads, where the margins are too thin and the return on investment inadequate. At some point, they will be where we are today, and that day of reckoning is coming soon. Amtrak is just the canary in the coalmine.

While I have concerns beyond this company, I run Amtrak and want to say a few words about our problems and our opportunities, and what I call the six myths of Amtrak.

The first myth is that Amtrak or passenger rail can be profitable. It can't, and others have gotten into a lot of hot water saying it can. In some regions with enough population density, some services can be profitable on an incremental basis - what railroaders call "above the rails." But it takes enormous public investment in track, signals, equipment and so on for a reliable system, which cannot be recovered from fares. Public dollars build airports and public dollars should build rail corridors, too.

The second myth is that the private sector is dying to take over Amtrak's service. This is not the case either. Remember why Amtrak was formed - because the private

sector was losing millions of dollars covering passenger rail's capital and operating costs. The economics of passenger rail haven't improved in the past thirty years and won't change much in the next thirty years.

The third myth goes like this: long distance trains are the big money losers. They are like a sea anchor on the whole system. Get rid of them and the problems solved. Wrong again. Out of our current year federal subsidy heed of \$1.2 billion, only \$300 million will go to covering the operating loss of long-distance trains.

Myth number four is that Amtrak is a featherbed for labor. First, those who know me know that I'm a demanding manager. But I also know that the wage rates at Amtrak are generally defensible vis-à-vis the rest of the Industry - especially the transit systems. What we do have to do - and I mean labor and Amtrak - is deal with the work rules to improve efficiency. And we'll do that through our labor negotiations, not in the popular press.

Myth five is that the northeast corridor can be profitable. As I said in myth one, when you total all the operating and capital costs - above and below the rails - it just doesn't work. The NEC covers its above the rails costs - barely - but requires and will always require public investment in its infrastructure. But that shouldn't surprise anyone - it is one of the biggest contiguous pieces of commercial real estate in the country and contains one of the most complex transportation operations in the world next to our taxpayer-supported national air traffic control system.

Finally, myth number six: there is a quick-fix that will solve everything. This, reminds me of the old adage "for every complex problem there is a simple answer and its probably wrong." People imply there is a "reform" that will solve Amtrak's problem - not so.

There are things that we can and should do to improve the service, reliability and efficiency of our operation and earn the public support and investment we need. In the short run, this means stabilizing the company, rebuilding our existing equipment and working to return the infrastructure to a state of good repair. While no

single action will ever make us profitable in a true commercial sense, we can significantly improve our economics by focusing on our core business, improving our on-time performance and going after the excess. We've made a start by getting better cost-control mechanisms in place, streamlining and downsizing our management structure and getting out of the unprofitable express business. There will be a lot more that we can and will do to clean up the shop.

In the end, I think millions of people are going to continue to demand our service and support a public role for investing in passenger rail. Our job at Amtrak is to reach a level of efficiency, reliability and good service on our own that will make it easier for everyone - from passengers to politicians - to separate fact from myth and recognize the value of passenger rail to this country. The canary will be better off... and so will the coal miner.

*Via The Bull Sheet by Allen Brougham*

## Corydon Scenic Railroad to Halt Operations

The Corydon Scenic Railroad is halting operations — citing rising expenses and mounting losses. The popular tourist attraction had operated from a station a few blocks west of Corydon's historic downtown square and was expected to launch its 14th season this month when railroad executives decided to cancel the service.

Rising insurance premiums and fuel costs were difficult to justify, given the need to provide "substantial" subsidies from the railroad's profitable sister freight operation, according to Charles "Chuck" Owen, general manager of the Louisville, New Albany and Corydon Railroad.

"We had a lot of fun, and our passengers really enjoyed it," Owen said yesterday. But "it became a dollar-and-cents issue."

The shutdown deals a blow to efforts to revive a Main Street booster group in the Harrison County seat. The train carried roughly 13,000 passengers a year from



Now this is what you call a bad day. Somehow explain how you got your yard engine on two tracks at the same time to the Trainmaster! Not a good day for this CSX crew.

May to October, and about 250,000 riders over the last 13 years, Owen said. Nearly 3,000 riders visited Corydon for a first-time holiday promotion last December when the railroad was billed as the Polar Express. The themed train ride was based on a holiday children's story.

The promotion was a success, and the Harrison County Convention and Visitors Bureau had hoped to build future holiday events around the train rides, said Jim Epperson, the visitors bureau executive director. "We were really getting jazzed about (the plans)," Epperson said.

The convention bureau had to insert notes about the train's cancellation in 100,000 recently printed annual visitors guides. Five motor-coach tours to Corydon also were to include train rides, Epperson said.

Excursion trains in Indiana — and across the nation — are having trouble staying solvent because of significant increases in liability insurance and fuel costs and the expense of meeting federal standards for tracks and equipment, said Lindsey Ashby, the former president of the Tourist Railway Association and the owner-operator of two Colorado railroads.

"Insurance is a huge problem, and just keeping up with the new federal regula-

tions for steam locomotives is tough. (New regulations) have this funny way of costing money," Ashby said.

With the loss of the Corydon train, Indiana's local passenger-train operations dropped from five to four. Beside the state's largest service at the Indiana Transportation Museum in Noblesville, eastern Indiana has two — the Whitewater Valley Railroad at Connersville and the Carthage-Knightstown-Shirley Railroad at Knightstown.

French Lick stands as the lone rail ride in Southern Indiana, according to an Indiana Division of Tourism guide. The Corydon railroad's freight operation will continue, although it has suffered from the economic downturn. The operation hauls industrial products — including Ford Explorer frames, sand and plant food — to a junction north of Corydon with the Norfolk Southern Railroad.

Owen, who often drove the train during tourist excursions, said the decision wasn't easy. "Everyone involved, the riders, the employees, made it a lot of fun." Owen said. "It's going to be hard."

## The Metra Southeast Service Line

Now that Metra has agreed to add the Southeast Service Line to its "wish list" for federal funding (*Ed: pushed to do so by Jesse Jackson, Jr*), further work will be necessary to determine the exact routing between Chicago and Crete. Most of us recall that the Chicago & Eastern Illinois passenger trains from Evansville and Danville operated into Chicago's Dearborn Station over the tracks of the Chicago & Western Indiana between Dolton and Chicago. Metra's plan calls for operating their Southeast Service trains into La Salle Street Station with service to Dolton, South Holland, Thornton, Glenwood, Chicago Heights, South Chicago Heights, Steger, Crete and possibly Beecher; the question is, how do you get the new trains into La Salle Street? You might be interested to know that it has been done before!

The Chicago, Danville & Vincennes Railroad (predecessor of the C&EI) was incorporated on February 16, 1865 with the authority to build a railroad south from Chicago via Danville and Paris, Illinois to a point in Lawrence County, Illinois across the Wabash River from Vincennes, Indiana. The CD&V entry into Chicago was to be over the Chicago & Great Eastern Railroad (later Pennsylvania Railroad) from Dolton. The CD&V began service between Chicago and Momence on January 1, 1870.

On July 14, 1873, the CD&V let a contract to build a new line from Thornton to a point on the south branch of the Chicago River near Western Avenue, at which point they would again be a tenant of the Pennsylvania for six miles into downtown Chicago. The new route, incorporated as the Chicago & Southern Railroad, passed northwest through Harvey and Blue Island, then due north to the Chicago River, a route that later became the property of the Grand Trunk Western Railroad. By mid 1876 two daily passenger trains were being operated in each direction between Chicago and Danville, with two additional suburban trains each way between Chicago and Blue Island.

In 1878, the Grand Trunk Western was seeking an entry into Chicago and in June of that year purchased the Chicago &

Southern from the now Chicago & Eastern Illinois, leaving the C&EI with the need for another route north of Dolton. As a result, in June 1879 the Chicago & Western Indiana Railroad-was organized by C&EI interests to build a new line from Dolton to downtown Chicago. The double track C&WI was completed to the final site of the new Dearborn Station at Polk Street in 1991.

In July, 1904, the C&EI moved its passenger trains from Dearborn Station over to La Salle Street Station. This brought about legal action on the part of Dearborn. Station that was almost continuous until the trains returned to Dearborn. in August of 1913. Because La Salle Street couldn't handle all of the additional trains, some of the C&EI suburban trains and mail-express trains continued to use Dearborn. C&EI trains headed for La Salle Street Station were routed up the C&WI from Dolton to 79th Street in the Auburn Park neighborhood of Chicago and then on to Chicago, Rock Island & Pacific tracks to La Salle Street.

The return of all C&EI trains to Dearborn Station in 1913 resulted in the construction in 1914 of the Dearborn Station Annex to handle the additional business. C&EI (later L&N) passenger trains remained at Dearborn from 1913 until the end of passenger service in April, 1971.

One possibility for the new Metra trains would be to route them over the Canadian National (ex-Grand Trunk Western) from Thornton Junction through Harvey to Blue Island and on to Metra's Rock Island District. The route would by-pass South Holland and Dolton. (Editor-the problem with this would be a backup move to get to the Rock Island District and the delays at Blue Island Junction.

Another possibility would be to operate the new trains farther north on the old C&WI line to 79th Street and then on to the Rock Island district at that point, the exact

same route that was used one hundred years ago, between 1903 and 1914.

A third possibility would be to continue even farther north on the ex-C&WI, joint Metra Southwest Service at about 74<sup>th</sup> Street. While the Southwest Service trains currently use Union Station, long-range plans are to move them to La Salle Street.

*Via Blackhawk Chapter*

*Editor: Service through Yard Center would be difficult. The mains are blocked most of the time and Metra would have to build another track there and south of Thornton Junction (C&EI used to have 3 tracks). Land use is not set up to build a track on the outside of the yard and it would require reconstruction of Sibley Road overhead structure. The future of Dolton Junction is to be automated and with that accomplished there probably will be more delays as we have noted in other busy crossings that have the local operator removed. The best bet would be to use the GTW from Thornton Junction west, however, present information your editor is getting is that there are major changes coming between CSX and CN that may see much of the GTW south of Blue Island Junction abandon. Sometime in May there will be a major announcement coming from the major carriers in the Chicago that will change the way traffic is moved in the region. Getting trains onto the former C&EI south to Crete is probably a long way off, just like the "trolley cars" in Champaign are.*

## CP Derby Special

OS St. Paul, Minnesota...the northernmost outpost of Illiana...the CP Derby Special arrived at the St. Paul yards at 5:45 pm yesterday, on its way south. I have posted a few photos under the "Files" section of the Discussion List under "CP Derby Special". For those of you chasing the Derby Special at speed today here is the consist, all Canadian Pacific: F9A 1400, F9B 1900, F9A 1401, GP38-2 3084 (script lettering), Baggage (power) 95, Mount Royal (Observation), Killarney

(Observation), N. R. Crump (Stateroom), Strathcona (Observation), Van Horne (Observation), Banffshire (Stateroom), Royal Wentworth (Observation), Craigellachie (Diner) and Mount Stephen (Observation). Good hunting today!

*Randy Rippey - Woodbury, Minn.*

The CP Derby Special pulled into Danville (IL) shortly after 10:00 am and spent about 45 minutes getting the passenger cars re-watered. If that beautifully painted GP38 hadn't been along, I would swear I was back in the 1950's. All passenger cars were dull red maroon and ALL (except the baggage/head-end power car) were old time heavyweight varnish. (It took my breath away!)

The Cooke brothers, plus Dad, John, were also on hand, plus a few veteran train watchers including one from St. Louis (who had first caught the train in Milford and raced south to Danville). Only thing missing was the sun, darn!

*Walt Baselt*

## Wheel Report

When the Canadian National bought the IC, shortly thereafter the Canadian maple leaf flag went up on a pole next to our American flag at the entrance to the Champaign yard. (On separate poles are the MIA and State of Illinois flags.) Today, I noticed that the British flag has replaced the Canadian flag!!!

Regardless of your opinion of America's Iraqi campaign and our supposed allies up north, the ex-IC boys wanted to make their statement! (I think I'll keep this off the Illiana list. Some CN official might see this and make them change the flags.) By the way, Champaign firefighters have been training at the yard the past to days. CN tank training car #911 is on hand. April 16 - *Walt Baselt*

April 19 - CSXT 1538 in new paint went north by Haley this afternoon. Normally GP15's are no big deal. However, this one was stenciled with Joe Berry's name and something about Hillery Yards. For those who don't know Joe Berry is the RFE up there. (The unit is stationed at Hillary Yard) *Via Bill Foster*





Joe Cooke catches the CP Derby Special as it paused at Danville on CSX, May 2, 2003.

## C&EI GP-7's Arrive

The Chicago and Eastern Illinois Historical Society has received the shipment of Atlas HO GP-7' numbered 204 and 206 and they are really sharp. For any C&EI fan these are a must for the layout or just sitting on the display shelf. The units are \$75 each and the society will pay postage. In addition some of the RS-1's numbered 116 and 118 are available for \$90 each. To order send your check to Bob McQuown, C&EI HS, 15 Woodland Drive, Bismarck, IL 61814.

HARPERS FERRY, W. Va. - Harpers Ferry National Historical Park is moving forward with plans to restore the historic Harpers Ferry railroad station. With the land transfer from CSX Transportation in 2001, the National Park Service acquired six acres of historic property along the Potomac River containing the ruins of the 19th Century U.S. Armory Yard and the 1894 Baltimore & Ohio station. Proposed restoration activities include the station building restoration and rehabilitation, landscape improvements, and new interpretive exhibits and furnishings.

NHP officials said that a recently signed cooperative agreement between the town of Harpers Ferry and the Park will soon release a \$320,000 West Virginia state grant that will be used for restoration of the station. Senator Robert C. Byrd was able to secure \$1.9 million in a FY-2003 Appropriations Bill for the project, which is now fully funded at \$2.2 million.

### Postal Cutup!

Over the past year we have found that many of you receive a shredded copy of the Danville Flyer. In some cases the cover makes it and the rest does not. Each month Doug runs off the issue and then either he and Allen, or Allen and I, or all three of us

(sometimes the wives get in on the fun) put the newsletter together on a Saturday a week before the meeting. The newsletter is then delivered to the Danville post office.

Checking the destroyed copies we found they were postmarked Springfield. Checking with the Danville post office Allen found that on weekends the Champaign sorting center is no longer open and all mail is hauled to Springfield, postmarked and sorted and then returned to Danville. Thus the last two times we have mailed we do so on a Monday and find that Champaign takes better care of our newsletter.

We hope from now on the newsletter gets to your home in better condition. However, if it is still a mess please let us know and will ship a new one out ASAP.

*The newsletter crew*

### *Editor Speaks*

This spring has seen more work come our way than in past years. With the Blue Island and Walbridge, Ohio projects for CSX my time to sit down and work on the newsletter has been limited. When we started taking over the CSX public project and design work in the six state area the workload was minimal. Once the system began to take shape last fall the flood of project began to come in. Now we have

project managers in Indianapolis, Cincinnati and Pittsburgh handling some 30-50 projects of various sizes. I handle the additional work for NS and Conrail along with projects involving other URS office and my list is now up to 83. Many of them are not very busy at the present time but the big ones make up for it. In addition to the UP relocation at O'Hare we are now working on the preliminary engineering for a relocation in Alaska.

We finally bid the Blue Island project and there is a tremendous amount of work to be done in a short time. We still lack right of way, permits, utility relocations and approvals by Metra. We are going forward and will be seeing seven-day-a-week work until September 1. I still hope to get some time off but does not look good. Walbridge will go to bids in early June and contractors will start in July on that project. The best news is the West Virginia project will be done soon with the last crossovers going in on May 17/18. The MARC facility still does not have the blessing of the FRA but someday that will come about.

I promised last month, and the one before, to get a membership list out and will do so for the June issue. We will also publish the list of E-mail addresses. If you don't want yours published contact Allen or me.