

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 \$12.00 for Chapter membership in addition to \$17.00 for NRHS membership. Meetings are held on the third (3rd) Thursday of each month (except July, August and December) at the Cooke Business Forms, N. Vermilion Street, next to the Central Illinois Bank, Danville, IL, beginning at 7:30 PM Central Time.

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

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Cooke Business Forms, Inc.

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Volume 29

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Number 5

Coming Events

May 15, 1997

Monthly meeting beginning at 7:30 PM at Cooke Business Products, 2500 N. Vermilion St in Danville.

May 17/18 and 24/25/26

Monticello Railway Museum - NKP 587 runs 5 trips each day - special fare \$7 for adults.

May 17 & 18, 1997

Rossville - Work session to cleanup the building and get ready for opening the following weekend.

May 24-26, 1997

Rossville Depot Railroad Museum - Spring opening, noon to 4 PM each day.

June 8, 1997

Kane County Fairgrounds, St. Charles, IL (Randall Road between Rt. 64 and Rt. 38) Railroadiana Swap Meet, 10-4, \$5.

June 28 & 29, 1997

Galesburg, Illinois, Railroad Days featuring exhibits, swap meet and other activities.

June 25-29, 1997

NRHS Convention, Salt Lake City, Utah featuring UP steam to the convention over Tennessee Pass.

July 3, 1997

Monticello Railway Museum - Fireworks Train, special fare for evening trip out of downtown Monticello

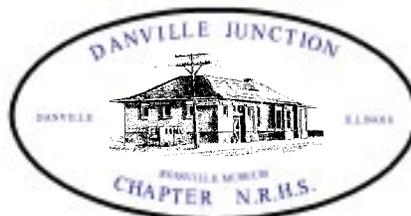
August 16/17, 1997

Monticello Railway Museum, Caboose Trains - 7 cabooses (including DJC Wabash 2824) with first train at noon.

Next Meeting

The next meeting will be May 15, 1997 at Cooke Business Products, 2500 N. Vermilion Street, Danville, Illinois. Business meeting will begin at 7:30 PM with the program starting around 8:15 PM.

Business will include the opening of the museum the end of this month. There is outside work to do on the building. There



CHAPTER	URL ADDRESS
Bergen-Rockland	http://www.cec.wustt.edu/~mjs6lbrnrhs.html
Central Coast	http://home.earthlink.net/~rattenne/nrhs.htm
Collis P Huntington	http://www.serve.com/cphrrhs
Danville Junction	http://www.prairienet.org/djc-nrhs/
East Carolina	http://pages.prodigy.com/NCRRM
Greenville	http://members.aol.com/TheNRHSIndex.html
Gulf Coast	http://www.NeoSoft.com/gulfcoast/
Gulf Wind	http://www.geocities.com/IHeartlandI3985/
Hagerstown	http://www.mcs.net/~dsdawdy/NRHS/chapters/hagerstn/hag_chap.html
Harrisburg	http://ccadm.eeg.ccf.org/~bejm/Rail/nrhs_hbg.html
Hawk Mountain	http://www.enter.net/~hawkmnt/
Intermountain	http://www.nyx.net/~dpitts/nrhs.html
Little Rock	http://pwl.netcom.com/~ken.z.rw/weather/trains.html
North Alabama	http://www.suncompsvc.com:80/narm
Ontario & Western	http://idt.net/~nyowrhs/
Pacific Northwest	http://www.easystreet.com/pnwec
Rio Grande	http://www.pe.net/~spltces/rio.html
Rivanna	http://www.esinet.net/personal/dwells/rivanna_chapter_nrhs.html
Rochester	http://all.www.rochester.ny.us/Railmuseum.html
Sunbelt	http://members.aol.com/slsf4500
United Kingdom	http://www.siam.co.uk/siam/nrhsuk.htm
Washington DC	http://www.us.net/dcnrhs/
Western Connecticut	http://www.rollanet.org/~westconn/
Yaquina Pacific	http://www.newportnet.com/yprhs/home.htm

Check out some of the other NRHS chapter home pages noted above.

is cleanup to do inside the building and we are planning a work session this Saturday and Sunday, May 17 and 18. All we ask is about 2 hours of your time.

We have a new member. Ray R. Norton, 3203 Baronry Dr, Urbana, IL who joined at the recent Lincoln Square show. Ray and your editor went to high school in Danville together. I won't mention when that was Ray. Ray is a HO modeler and we welcome him to the chapter. Members Greg and Susan Bullias have moved to 610 E.Kelly St., Westville, IL .

In this issue there is a new listing of the membership. Keep it handy in your phone book.

Memories

Being editor lets you write whatever you want, so bare with me.

My mother died last week (April 26) and her death, and that of my father in 1988, brought back a lot of memories of my life with them. It is always hard when one loses your parents, as I'm sure many of you know. I look back at my life and thank them for bringing me up to appreciate so much in life and to respect other people's lives. They also instilled in me the spirit of giving to the point I have always wanted to give to the hobby I enjoy - railroading.

Where did this interest start? My father

never worked for the railroad. He worked for Illinois Power in Danville for 47 years. My mother was a nurse and we lived over a mile from the nearest track.

My first connection with trains was a Lionel train set in 1948. I still have the Prairie type locomotive and the 3 green 027 passenger cars. The first year the train was under the tree. From that point on, each time we went to Black's Hardware, I always had to go to the second floor and see the trains and get a new catalogue. Each Christmas the "wanted gift" was marked in the catalogue. As the set grew I finally made it to the dining room floor during the holiday season. After about 5 years the set moved to the basement and the model empire grew.

My uncle worked for the Chicago and Eastern Illinois Railroad. He was a traveling agent and over the years gave me his passes and other small items from the railroad. This was the start of my interest in the C&EI. He and my grandfather lived on S. Kimball, about 300 feet from the Westville Branch. I don't remember much about the trains when I was small, but remember the coal train each evening in the late 1950's.

I don't remember much about steam. I do remember dad taking me to a wreck at Vermilion Street Station of the NYC where two steam engines hit head-on at the depot. Only the pilots were crushed and in later years I saw a photo of the wreck at Wyton Tower. There was a wreck my dad took me to on the Wabash around Danville Junction. I don't remember much about it but Bill Darner filled me in on the wreck.

As I said, dad worked for IP. As many of you know, IPL owned the Illinois Traction System for some years. Dad had photos of the cars in front of the office, also used as the station, on S. Vermilion. One of the Class B motors was kept behind the building at the powerhouse to move coal from the small yard, or Wabash interchange, into the dump. Needless to say, I always checked out the motor when we visited the office.

I also remember the train coming up the hill from Elsworth Park and coming onto

Main Street. Traffic had to move out of the way as the train worked its way east to the square. I only got one ride on the IT, the spring it quit service we rode to Odgen and back.

By the time I was about 10 we started going to Danville High School football games. The New York Central ran along the east edge of the property. The end of double track was at the school and southbound trains waited there for clearance from Wyton before proceeding to Lyons yard. I remember the coal trains with steam, H-10's I guess, coming south and stopping at the high school. The crew would come to the right side of the cab and watch the game until they got the signal to move.

Northbound were even better. They would come north from behind the school building, full throttle, with stack talking and smoke drifting across the field. Many a night the lights were almost blocked out when the wind was from the south. You could see the glow of the firebox and I watched until they disappeared north of Fairchild. By the time I entered high school in 1956 steam was gone and diesels had taken over. Of course, when in study hall or class rooms on the east side of the building I had to watch trains -got caught once.

I had a paper route in high school and each Saturday I would ride my bike to the Commercial-News to make payment. I usually timed it so I crossed the P&E while the passenger train was in the station at Gilbert St. By 1958 the train was gone.

When I turned 16 I got to drive and thus the world of trains opened up. Dad had a camera that I was able to use some of the time. The C&EI was the first that I got photos of but many were later than 1960.

My dad was not really interested in trains. He would take me a few places but most of the time I missed the "good times". Mom liked the Lionel train and when it was on the floor in the dining room would run it before I got home for lunch from grade school. Both supported my move to the basement, probably to get me away from the dining room.

My mother always helped in PTA and the church. She was active in all activities at both locations and always served each time she was called. I guess I get my drive from her. Working on this newsletter and at the museum has always been a hobby to me and an obligation I feel I owe to the organization. Dad was very conservative and I have inherited that aspect from him. He was a hard worker and very thorough, always giving 100% in what he did. I try to do the same in business or my hobby. By following their example life has been very rewarding.

I will miss them both.

Rick Schroeder

Wreck at Haley Tower

From John Fuller

At about 6:30 p.m. Sunday, April 20, my two-year-old son and I made a routine trip (we often do this when Mom wants me to babysit) to watch a few trains. On the scanner I heard the operator at Haley discussing a car on the ground. We arrived at the scene just as the police were arriving.

A covered hopper filled with grain was lying on its side across the Conrail interchange track, clear of the CSX main and nearly perpendicular to it. The derailment occurred south of the diamonds and north of the home signal. Besides the derailed grain car, it appeared one or two other cars were on the ground but standing upright on the CSX main.

Three set of wheels and part of a truck frame blocked Conrail tracks. The wreck occurred on the southbound 597 which took the front section of the train and tied up at Baker as did the northbound 596. Southbound piggyback train 123 or 125 (don't remember which) brought its units into town and removed the rear section of the train.

You know you're a railfan when you're reading a book about "choo-choo" to your kid and you stop to explain that they've got the side rods drawn all wrong.

It appeared that the accident caused damage to at least one set of movable points at the diamond. This was not a very serious wreck but it couldn't happen at a worst spot as Conrail trains were unable to go through Terre Haute. I assume Conrail was blocked most of the night and probably past daylight on Monday - I saw an eastbound Conrail go by Haley at about 3:30 p.m.

The spot where the grain car was resting is a spot where I have noticed train watcher's vehicles parked in the past (I assume this is railroad property). If a vehicle had been parked there it would have been destroyed - not to mention the occupants.

(Editor note: Remember, where you park around the railroad may not be as safe as you think.)

Amtrak Ridership up for First Quarter of 1997

CHICAGO -- The Amtrak Intercity business unit, which operates most of the corporation's long-distance services and short-distance trains to and from Chicago and in the South, experienced strong ridership gains in December. Overall, Amtrak Intercity ridership rose 6.1 percent.

Among the December highlights are a gain of more than 79 percent for the Piedmont between Charlotte and Raleigh, a nearly 31 percent gain in the Kansas City-St. Louis corridor served by the Mules and the Ann Rutledge; a 24 percent increase on the Chicago-Grand Rapids, Mich., route of the Pere Marquette; 18 percent increases on the Chicago-Detroit-Pontiac and Chicago-Port Huron, Mich., routes served by the Wolverine/Lake Cities Twilight Limited and the International and a nearly 16 percent increase for the Chicago-Milwaukee Hiawatha Service.

All of these short and medium distance routes are financed in part by the states through which they operate. The ridership increases are the result of an aggressive marketing effort sponsored by Amtrak and its state partners.

For the long-distance trains, December's biggest percentage gain was more than 17 percent on the Chicago-Oakland California Zephyr and its sister trains, the Chicago-Seattle Pioneer and Chicago-Los Angeles Desert Wind. November's addition of the new Silver Palm to the Silver Star and Silver Meteor drew a total of 61,882 on the New York City-Miami route in December. That compares with 59,260 total passengers for the Star and the Meteor in December 1995.

"We reallocated coaches and sleepers among the routes in December to place capacity where customers most demanded it," said Mark S. Cane, Amtrak Intercity President. "We maximized usage of our available equipment and the December ridership figures bear this out."

Also contributing to the Amtrak Intercity ridership gains were other service frequency increases since December 1995. The New York City-New Orleans Crescent service was increased to daily, the Chicago-New Orleans City of New Orleans now operates six days weekly instead of five and the daily New Orleans-Mobile Gulf Coast Limited was introduced.

For the first quarter of Fiscal Year 1997 (Oct-Dec. 1996), Amtrak Intercity ridership was 3.6 percent greater than the first quarter of Fiscal Year 1996. Revenue rose by 9.3 percent over the same quarter in 1996.

"We are making continued progress on ridership and revenue -- along with expense control -- to achieve our business goals this fiscal year," Cane said. "We still face many financial challenges, but these first quarter results are a step in the right direction."

Amtrak Intercity operates passenger rail service throughout much of the United States, including Midwest corridor trains for the Chicago, Detroit, Milwaukee, Kansas City' and St. Louis markets as

well as most Amtrak long-distance services. Headquartered in Chicago, Amtrak Intercity employs nearly 6,000 people in 39 states and is one of three Amtrak strategic business units.

Amtrak News Release via Chicago Chapter

Frisco 1522 Special

The Burlington Northern Santa Fe Corp. (BNSF) plans to run a special (private) steam powered passenger train over a gigantic "circle tour" during June 1997 from St. Louis, MO to Billings, MT and back. We understand that the train, consisting of a dozen cars and pulled without diesel assist by the former Frisco 4-8-2 Mountain-type 1522, is to be called the BNSF Employees Appreciation Special, but this has not been officially announced by the railroad, and must be considered tentative until it is.

It is expected to travel from St. Louis to Kansas City, MO, to participation Tuesday, June 3rd in BNSF's rededication of the Argentine Yard, which has been the subject of a major rail reconfiguration project costing 593 million. On Monday 6/29 it is expected to return to St. Louis. We call this the "Burlington Steam Special" because most (if not all) of it would be traversing the mainlines of the pre-merger "Everywhere West" CB&Q. If this special is successful, then in coming years, it may be repeated over other parts of the far-flung rail system, possibly using steam locomotives indigenous to those parts. *(info from BNSF)*

The #1522 will depart St. Louis for Kansas City with a short consist on Saturday, 31 May, from the former Burlington North St. Louis Yard at 6 AM, arriving Argentine Yard around 7 PM. It will stop for water at Hannibal and Brookfield, MO. If the line along the Mississippi River is flooded, the train will try the Missouri River line through Mexico, MO. The 14-car passenger

consist to be used on the trip will be waiting for #1522 at Argentine. Near the end of the long trip, on Thursday, 26 June the train should be in Burlington, IA and on Friday, 27 June it will run the scant 40 miles from Burlington to Galesburg. On Monday, 30 June, after the Galesburg festival, #1522 will return to St. Louis via Bushnell, West Quincy and Hannibal. The former 4-8-2 of the St. Louis-San Francisco Railway, a BN absorber, is being put into top mechanical condition in anticipation of the trip. We wish her crew and sponsors the very best of luck for what will be (for them) a long, arduous but very rewarding trek. *(info from Bob Meier)*

This is all we can tell you now. We are awaiting BNSF's press release in mid April, which will officially announce the trip and give a detailed schedule. This information should be in our next issue (June '97).

-Don Clark, Ties & Tracks

Kansas City Southern

Panama is likely to finalize an exclusive concession with Kansas City Southern Industries to operate Panama Railroad Company by June 1997. The contract negotiations are proceeding and officials hope to sign the agreement by mid-May. Final approval is expected from Congress in June. KCS will rehabilitate the railroad, creating a 47.6 mile link between the Atlantic and Pacific oceans that could be operational in two years.

Recently, as noted in previous *FLYER* articles, KCS has entered Mexico through a joint venture.

All agreements are in place and work has started to rehabilitate the lines acquired. KCS has entered into, or will be entering into, agreements with other US railroads for haulage of goods. In addition KCSI has completed acquiring the Gateway Western Railroad through stock purchase. This purchase should be approved in



May by the Surface Transportation Board. The GWWR is being operated as a separate company and will retain the name for some time. The ATSF, now BNSF, has an agreement for acquiring the GWWR but has not exercised that option yet.

Champaign Notes

By Walt Baselt

According to Terry S., the IC may have cancelled the order for SD70's; at least that is the hot rumor. The IC has a new engine, 6072, an SD40-2, which came from somewhere — perhaps a trade for SD20's with National Railway Equipment. I've seen it and it's shiny black paint. SD90's in primer are being sent south to Paducah for painting. (8131 & 8137, plus another.) The 9708 is ex-CCP 2008 in IC black. (I saw it in primer.) May have painted the 9706, too, at Woodcrest. Saw my first UP AC6000 (7006) in Springfield today at Ridgley.

I&M seems to be busy according to a

A note from the publishers:

We wish to extend our sympathies on behalf of the Chapter to editor Rick Schroeder on the recent loss of his mother. He has a very nice tribute to his parents in this issue.

- Allen Cooke and Doug Nipper

local fan — more coal trains than in the past. The RS1325, #31, was in the I&M yard and upon close examination, it looked very beat up. Rumor says that the #30 & #31 may be offered for sale. Another rumor says that I&M may get a couple of SD40's.

One more thing: **KCS is running a special with their F's to and from Springfield(IL)/Kansas City on the Gateway Western on July 4. I don't have times and details, but they are taking paying passengers.** (Editor: We understand the train may be a two or three day trip with overnight stays in hotels. It may be a KC to Springfield trip one day, return the next. Tickets will be sold and we will keep you posted)

Amtrak - The Boston Lake Shore Section

April 28, 1997— Amtrak issued a release today saying Massachusetts has agreed to provide a new, larger mail and express facility in Springfield. Therefore, Amtrak says it will continue operation of trains 448 and 449 (Boston Lake Shore) beyond May 10, in anticipation of increased mail and express revenues resulting from the new facility.

For some time now, Amtrak has had an Albany-Springfield-Boston Thruway bus in the Arrow computer reservations system for the post-May 10 period. Now Amtrak can transfer those bus reservations to the preserved train.

Wheel Report

Operation Lifesaver - In 1996 there was a decrease in collisions and fatalities in Illinois at railroad grade crossings. Fatalities dropped from 50 in 1995 to 34 in 1996. This year, through March, there have been six deaths compared to five in 1996. Lets hope this trend does not continue.

National Railway Historical Society will again serve at the Operation Lifesaver booth at the Illinois State Fair. The date is August 10. The Chicago and Illinois Midland Chapter serves at the booth again this year. We, along with other chapters, have not been contacted to assist the C&IM group and to represent the NRHS.

Railroad Days in Galesburg - Remember June 28 and 29 and plan a visit to Galesburg, Illinois for the annual Railroad Days. In addition to the swap meet there are clinics along with Frisco #1522, Milwaukee #261, BNSF and Amtrak displays.

Monticello - Visit the Monticello Railway Museum over the next weekends and ride behind steam in the form of NKP 587. Support the museum by riding and then taking photos of the train.

Rossville - We will be opening the museum again over Memorial Day weekend. We need help all three days, especially on Saturday and Sunday.

The NRHS now has 172 chapters with a total of 15,552 members as of March 28. Newest chapter is the Perryville Chapter while the Arizona and Snake River

Chapter's have become inactive at their request. The NRHS has received an inquiry from an individual in Taylorville, Illinois concerning formation of a chapter in that city.

Ft. Wayne Historical Society - will operate #2716 during Iron Horse Festival days in Logansport, Indiana. The trips will be on the TP&W with plans being made for a few other festivals along the TP&W this year. We will keep you posted on their schedule or check out their home page on the World Wide Web at www.steamloco765.org.

The Marlboro Train has been stalled again. The project has been plagued with numerous problems from the beginning. Leaky water tanks, poorly designed beams, electrical problems and many cars being redone several times have caused delays. The train will haul thousands of pounds of water for the hot tubs and spas and structural problems have continued in each of the car. The estimated cost of \$50 million is now up to \$90 million and the train won't hit the rails until late spring of 1998. In addition to the car work Philip Morris has ordered a third locomotive to assist in power for the train.

We have included the current membership roster on the last page.

It is official - KCSI has acquired the Gateway Western Railway. The STB has approved the acquisition, however, the name will remain the same for some time to come.

Conrail Announces 1997 Operation Lifesaver Train Schedule

PHILADELPHIA, May 5, 1997 — Public safety officials in six states will join Conrail (NYSE: CRR) in promoting safety at railroad-highway grade crossings on 10 special train trips this spring and summer. The trips are part of Conrail's support of the national Operation Lifesaver program, which is a public education campaign designed to reduce the number of accidents, deaths and injuries at crossings on or along railroad tracks. It is sponsored cooperatively by federal, state and local government agencies, highway safety organizations, and the nation's railroads.

Grade crossing accidents killed 471 and injured 1,552 people last year throughout the U.S. In addition, 472 people were killed and 467 injured in trespassing incidents on railroad property.

The Operation Lifesaver Specials will operate as round-trips between the following points. A detailed schedule, including arrival and departure times, and intermediate stops will be issued prior to the date of the tour.

Wednesday, May 14 - Columbus to Middletown, Ohio

Tuesday, May 20 - Pittsburgh to Altoona, Pennsylvania

Tuesday, June 10 - Elkhart, Indiana to Chicago

Wednesday, June 11 - Toledo to Ridgeway, Ohio

Wednesday, June 18 - Boston to Springfield, Massachusetts

Thursday, June 19 - Albany to Newburgh, New York

Tuesday, July 8 - Indianapolis to Effingham, Illinois

Wednesday, July 9 - Crestline, Ohio to Lima, Ohio

Wednesday, August 20 - Cleveland to Toledo, Ohio

Friday, August 22 - Philadelphia to

Harrisburg, Pennsylvania

Public safety and enforcement officials from communities and the states will be aboard the train each tour, as will Operation Lifesaver representatives and Conrail safety officials.

One feature of the train is a television camera mounted in the locomotive engineer's cab. From monitors placed throughout passenger cars on the train, those aboard can see motorists try to beat the train across the tracks. Law enforcement officials in patrol cars following the train's route will cite drivers who attempt to beat it across the tracks. An officer riding with the engineer will be in radio contact so that vehicle license numbers and descriptions can be reported to the patrol cars.

Passenger cars on the train include a dome car, restored Pullman observation cars dating as far back as 1911, and a coach. Conrail, with corporate headquarters in Philadelphia, operates an 10,800 mile rail freight network in 12 Northeastern and Midwestern states, the District of Columbia, and the Province of Quebec.

Conrail releases are archived on the World Wide Web: <http://www.conrail.com>.

Amtrak Orders 21 New Locomotives

WASHINGTON --In a continuing effort to modernize its locomotive fleet, Amtrak will purchase 21 new diesel locomotives from the Electro Motive Division of General Motors (ENID) based in LaGrange, Illinois and London, Ontario Canada for approximately \$46 million.

The General Motors Electro Motive Division F59PHI locomotives will be assigned to the Amtrak West strategic business unit and will operate on the *San Diegans*, *Capitols*, *San Joaquins* and the *Pacific Northwest Corridor*. Upon initial delivery in the spring of 1998, the new

locomotives will be used to retire older EMD F40 diesel locomotives, some of which are 20 years old.

Environmentally friendly and fuel efficient, the EMD F59PHI locomotive meets tough pollution control requirements for both emissions and noise. The F59PHI features an electronically fuel-injected engine tuned for low emissions and an aerodynamic body design that provides crew members with a more quiet and comfortable ride.



ALL
ABOARD
AMTRAK

"This is a significant investment in the future of West Coast passenger rail service," said Gil Mallery, president of the Amtrak West business unit. "Our state partners and customers in California, Oregon and Washington will benefit from improved locomotive reliability and efficiency," said Mallery.

The new EMD locomotives are very similar in design to the existing F59PHIs manufactured in 1994 and purchased by the state of California. These locomotives presently operate with California-purchased passenger equipment on Amtrak's state-supported California service. The new F59PHIs will supplement the existing California locomotive fleet on corridor service as it expands.

Via Amtrak's World Wide Web page

NKP 587 to Steam to Indy

NKP #587 will leave Monticello, IL on May 27 after four successful weekend outings and head for home. The locomotive will be under steam and take Norfolk Southern rails to Bement, then to Lafayette and over the Muncie District to Frankfort. Conrail will deliver the locomotive to its home rails. Exact time schedule is not available at press time.