

A northbound UP train at Ellis, IL. CN 5366 leads CN9489 toward Chicago. 10/21/
2000 photo by Rick Schroeder



DANVILLE JUNCTION CHAPTER

NATIONAL RAILWAY HISTORICAL SOCIETY
P.O. Box 1013
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“THE DANVILLE FLYER”

FIRST CLASS MAIL

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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Volume 32

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Number

Coming Events

November 18, 2000

Second Operating Session at Rossville. Meet at noon with model session from 1:00 to 3:00+PM.

November 19, 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.

November 25 & 26, 2000

Collinsville, IL Great American Train Show at the Gateway Center, 11AM to 5 PM, \$6.

December 3, 2000

Annual Dinner and introduction of next year's officers. Pizza Inn with lunch be-

ginning at 1:00 PM and program by Rick Schroeder to follow.

December 2, 2000

Indianapolis, IN - St. Joseph Church, 1375 S. Mickley Ave, 10 AM to 3 PM, \$2.

Next Meeting

The next chapter meeting will be November 19 at the Pizza Inn on Williams Street adjacent to CSX. Lunch will begin at 1:00 PM and the meeting should start around 2:00 PM.

New Members - We welcome **Bruce Thompson** of RR #1 in Allerton, Illinois. Bruce is a conductor for the UP out of Villa Grove. Last year Rick was heading back to Champaign from the museum and stopped at Ellis to get a shot of a south-bound UP train. In the siding was the CN run through train and they were backing up to recouple after splitting the road crossing. Bruce was on the ground and a rail fan discussion ensued. Rick gave Bruce a copy of the newsletter and he recently joined the chapter. We also welcome **Al McCoy** and his son **Dale**, 3



Woodland Dr #8, Bismarck, IL to the museum. Al and Dale have visited the museum many times and joined us at the last operating session on the layout.

Last month the museum hosted about 100 boy scouts from the area. A campout was held in Cissna Park and part of the campout was to have the scouts qualify for the Railroading Merit Badge. Each February Rick Schroeder and Chris Filler teach the course in Hoopston at the Trek In. About 24 scouts attend the two sessions and are taught most of the material required for the badge. Last month the scouts had part of their training at Cissna Park by an engineer from the Union Pacific. At the museum Jess Bennett, Bob Gallippi and Rick taught the scouts history, modeling, signals and other facets of the required training. The trainers had a great time.

This month is elections and next month is our Annual Dinner to be held at the Pizza Inn on December 3rd. Program for the dinner will be presented by Rick Schroeder. This past fall Rick had the pleasure of a private car ride back from California. Only a few members were able to attend the September meeting thus the program will be shown at the annual dinner.

Amtrak and Steam

This year Amtrak has inspected and approved for operation Milwaukee Road #261 and St. Louis-San Francisco Railway No. 1522. #261 was to be run on the BNSF on September 5 carrying Amtrak invited VIP's between Duluth and Minneapolis. Frisco #1522, as you know carried passengers from St. Louis to Quincy, Illinois and return on September 30 and October. Unfortunately a derailment on the BNSF just outside of St. Louis stopped the completion of the run and passengers were bussed back.

Is this good news? Probably not. Even though Amtrak has inspected each locomotive and approved it for service the operating roads, such as NS and CSX, has said no operations by steam. The other problem is insurance, always an item in excursion trips. The cost is much higher and approved equipment is limited. All trains now see Amtrak or special private cars on the trains and no longer can you have open windows or vestibules.

We would all like to see steam on mainline trains again. There was much complaint when NS stopped the program. But at the same time you see other operators, such as UP, cut back on operation. Also, the cost is much higher for operation with the added cost of insurance and other items. Many don't ride but chase to get the photos for the collection. Can a father really afford to take the family on a ride if the cost is over \$150 per person, just to sit

in an air condition car and not see the train? Probably not.

Next year the NRHS convention will be in St. Louis. The St. Louis Chapter is planning three trips and if #1522 is allowed to run to Quincy again you had better be there, it could be the last.

Internet Connections

Over the past many months I have received requests for e-mail address of members of the chapter. The list below are from my files and I am sure, given the age we live in today, there are others that are on-line but have not let us know. If you would like your address listed please contact me.

We do ask that you do not give this list out and only use it for railroad news items if you need to contact the individual.

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Missing Grand Central light fixtures turn up on eBay auction

Fifteen original light fixtures from Grand Central Terminal that vanished three years ago during the restoration of the historic New York station have been recovered after an alert Web surfer saw them for sale on the eBay Internet auction site, The New York Times reported.

"Original N. Y. Grand Central Station Ceiling Lamp. The lamps were given to one of the electricians in charge of the recent renovations," the listing read. The clue: No fixtures were given to electricians.

An electrical contractor now stands accused of stealing the fixtures. The contractor, Joseph Tangney, 48, of Chester, N.Y., has pleaded innocent to a charge of criminal possession of stolen property. After obtaining a search warrant for Tangney's home, authorities say they found 37 items from Grand Central.

The Metropolitan Transportation Authority estimates that the replacement value of the fixtures is \$73,000. During GCT's renovation, \$15,000 was spent to fashion replicas of the 15 missing light fixtures. But it is historical significance, not dollars, that matters

most.

“The key thing was to get the return of the items,” MTA spokesman Tom Kelly told the Times. “These are, to us and the railroad, priceless pieces.” The items will be reinstalled, where possible.

The hero in the case is Frank J. Prial Jr., who spotted the auction listing and knew from experience that no contractors were given fixtures. Prial is an associate at Beyer Blinder Belle, the firm behind the renovation of GCT.

TRAINS On-Line, 10/11/00

On Furlough by Train

In 1961, anticipating graduation from Purdue, I received an invitation from the Naval Air Station at Glenview, Illinois to apply for a couple of their officer training programs. Since job prospects didn't look good in the middle of a recession, I decided that this would be a good way to fulfill my obligation to the peacetime draft. When I applied the Navy sent me train tickets for a weekend trip to Glenview. I went to Chicago on the New York Central and then to Glenview on a Milwaukee Road commuter train. The trip was uneventful, but I noticed an unusual locomotive pulling the commute train. I found out later (from the first Diesel Spotter's Guide -1967) that it was a Fairbanks-Morse Eriebuilt. Oh well; I didn't have my camera anyway. On the return trip the snow really started coming down during my layover at Illinois Central Station in Chicago. On the trip to Lafayette, as the train paralleled US 52, I could see that the snow was bringing traffic to a standstill and I was glad that I had taken the train.

When I failed to qualify for either of the Navy programs, I applied for a similar officer training program at Bunker Hill (Grissum) Air Force Base near Peru, Indiana. I had purchased a new automobile after graduation so skipped a chance to ride the Wabash. Once again I failed to qualify because of poor eyesight, but I had a bigger surprise when I returned home. An acquaintance at the draft board

in Williamsport called to inform me that I was next up to be drafted. The Army Recruiter was in her office so I went to Williamsport and enlisted.

The Army was using chartered busses for small group transportation and I went first to Indianapolis for a physical and then to basic training at Fort Leonard Wood, Missouri by that mode. When basic training was over I finally got to ride a train. There was a bus connection from the Fort to Newburg; a division point on the Frisco; where the Will Rogers No. 4 arrived at 6:05 pm to go to St. Louis Union Station arriving at 9:05 pm. I was so anxious to get off the Fort that I didn't check the connections on the Wabash. The Detroit Limited No. 2 had left at 6:30 pm and the Cannonball No. 4 didn't leave until 9:15 am so I spent the night in Union Station. In 1962 there were still a respectable number of trains arriving and departing St. Louis, but there was a period of over four hours when there was nothing to do but nap.

When my furlough was over I drove my automobile to Fort Leonard Wood for my second eight weeks of training; parking it at a rental lot off base. I had a pass every weekend and spent some time at Newburg where there was a yard and a combined depot and yard office in one building. The only yard engine I ever saw was a General Electric 44 ton locomotive. Eight miles to the east was Rolla with a beautiful depot of Spanish stucco style. Unfortunately I never was there at the right time to photograph a passenger train. My last weekend there I had to drive my automobile home since the Army transported me by bus to my next training post at Fort Benjamin Harrison at Indianapolis. To return to Fort Wood after driving home I wrote my parents to have my agent friend at Attica request a stop for No. 1 which was not scheduled without a days notice. Connections were very good for my return with the Cannonball arriving at St. Louis at 4:35 pm and the Meteor No. 9 departing at 6:00 pm to arrive at Newburg at 8:39 pm. The Ozarks were beautiful in the spring, but most of what I saw was on US 66 since the Frisco trains I rode passed through at night.

After four weeks of training at Fort Benjamin Harrison I was given a travel

voucher to drive to Fort Ord at Monterey, California for my permanent assignment. Southern Pacific had an agency on post next to the reception station where I was assigned. For the next two Christmas holidays I rode the Del Monte from Fort Ord to San Francisco and the San Francisco Overland from Oakland to Chicago connecting with the Riley to Lafayette. The City of San Francisco (Pullmans) ran on the same schedule, but it was a separate train during peak seasons. These trains were usually powered with Alco PA's.

In 1963 I learned that a popular excursion would once again run right after Christmas. This was the Burlington's 5632 4-8-4 which was to run from Chicago to Omaha and Union Pacific's 844 4-8-4 to take the train to Salt Lake City. I sent in for reservations to return to California via this train. While on furlough I was informed that the excursion had been cancelled due to lack of interest. I then asked my agent friend at Attica to arrange a return route other than the Overland. I wanted to return on the California Zephyr, but it was sold out. The agent was only able to get a routing on the City of St. Louis. So with my furlough nearing the end I boarded No. 1 (the second time Mr. Drew had stopped this unscheduled train for me) for guaranteed connections at St. Louis; not at Union Station but at Delmar Blvd. Depot on the west side of St. Louis. It is the only time I changed trains there with no time to explore this beautiful suburban station.

This trip back to Ford Ord was memorable since it was the only time I was ever to travel this route; although much of it in darkness (Kansas City) arriving at Denver in the morning. Union Station in this city was a beehive of activity. I remember mistaking a Union Pacific GE U25B with a high short hood for a Fairbanks-Morse locomotive. At Cheyenne the City of St. Louis connected with the overland route for my return to California.

While at Fort Ord I met the lady who would become my wife of 35 years. This article is the last I will be posting for the Illiana Group. My next adventure has been the railroads of California and the West. Since this is a heartland egroup it would not be appropriate for me to report my railfan



Norfolk Southern's Bison Yard in Buffalo, New York. The above photo was recently taken for our firm, URS Corporation, for submittal as part of an award presentation. The background is the New York Thruway with new yard office under construction to the left of center. The yard, constructed in less than 90 days, cost \$13 million with the first train rolling in on December 1 of last year. NS looks to expand the yard in the future as soon as finances permit. Note the intermodal yard is in the bottom of the photo and the auto unloading facility is to the left. Rick Schroeder

adventures in the west. I have received many emails and letters complimenting me on these articles. I consider you all my friends.

A special thanks to Rick Schroeder for informing me of this group and to Jim Sinclair who encouraged me to continue writing.

Wade Frasch, San Jose, CA, The Hoosier connection to the West Coast

Those of us in the Illiana Group have enjoyed Wade's stories of the past in our area of the country. I have published several of his articles and I hope all of you have enjoyed them. This article he mentions the Rolla station on the Frisco. I worked on a project in Rolla back in the late 1980's and in the first few weeks there took a few shots of the closed building. Each day I had driven past the depot on the way to the construction project. On Thursday I took the photos, left for Danville and when I returned on Monday morning the building was gone. Luck was with me that week.

Also, Wade has indicated he will continue with some more stories as he has time. For chapter members, Wade will be visiting the museum next June on a trip back to his home area.

Rick

Another tower gone

CSXT's (Ex-B&O) Miller (R) Interlocking Tower at Cherry Run, West Virginia, has closed. Its door was locked shortly after 11PM on Sunday, September 24. Twenty-five people were in attendance at a closing ceremony which included the singing of the hymn "Bless this House" (modified to fit the occasion), a benediction by a clergyman, a reading of the final entry on the tower's train sheet, a recessional for operators from the past who were there in spirit, a final sounding of the tower's horn, and musical accompaniment by a guitarist and a drummer. Principal participants in the ceremony included Allen Brougham (operator), Paul Swain (operator), Marvin

Duvall (retired operator), Michael Koch (pastor), Tom Kraemer (CSXT locomotive engineer, guitarist), and Mario Hendricks (drummer). Until its switches were removed a week earlier, Miller had a mechanical interlocking, one of only six such interlocking systems in the country by which switches are thrown using levers connected to pipelines. The tower's closing was part of a 60-mile signal improvement project on CSXT's Cumberland Subdivision extending from Harpers Ferry to Orleans Road, West Virginia, with the installation of "electro code," making its intervening interlocking towers obsolete. Miller was the first tower to be retired by the project; the others are Martinsburg (NA), West Cumbo (W), and Hancock (HO). The project is slated to be completed in late summer of 2001. The next tower to be closed is West Cumbo, near Hedgesville, West Virginia, which should occur in late November. Martinsburg and Hancock are slated to be closed in May and July of 2001 respectively.

Via the Bull Sheet, October 2000.

Union Pacific: C&NW Little Geeps Gone

When the C&NW 4307 had its event recorder unable to perform a download at California Ave. shops in Chicago in early October, the GP7 rebuild was retired. Thus ends the era of the GP7 on the ex-C&NW. The timeline of the GP7 on the C&NW stretched from the very first GP7 ever built, the EMD 100 constructed in 1949 (purchased by them in August of 1950) which became their 1518. Going through the Oelwein rebuild program in 1972, the unit received a chopped nose and the number 4311. It continued to serve the C&NW until 1986 when it was retired and had its high-nose returned and then repainted to the 1518 before being donated to the Illinois Railway Museum where it is today.

The last GP7 (although heavily rebuilt), the 4307, began life in July of 1957 as the Minneapolis & St. Louis 606. The M&STL 606 was actually classified as a GP9M

when built. As it was constructed, it utilized some components from trade-in FT's and F2's. The C&NW acquired the geep along with the railroad when they merged on November 1, 1960. After serving as the C&NW 606 for a time, this engine also went through the Oelwein rebuild program in 1972, receiving its present number, 4307. When the UP purchased the C&NW, it was based out of the California Ave. coach yard. Along with the other three Geeps assigned there, it was responsible for switching commuter consists and backing them into the Madison Street Station (or the Ogilvie Transportation Center is your prefer).

There it remained, until a faulty computer sidelined it—present day technology its Achilles heel. It may not be preserved as the first GP7 was, but it served its owners for just as long—the model covered a half-century time span from 1950 well into the year 2000. Replacing the C&NW geeps at California Ave. are the UP 1728 & 1729. They received longer drawbars installed so their ditch lights don't hit the coach cars diaphragms when they go through the switches at the passenger terminal.

CEFXSD9043AC'S LEASED BY UP: The Union Pacific is leasing 19 of the maroon-painted, white trimmed EMDs in the 102-139 series. These units were built in late 1999/early 2000. One of the engines was seen leading an intermodal train out of Yard Center in early October. UP BITS: Freshly painted UP 399 was recently spotted at West Chicago. A check reveals it was formerly the C&NW 4634—one of the GP38s built for the Rock Island in 1979 but they were unable to get the financing on them and the C&NW took them.

The UP has taken 20 BN C30-7's on lease numbered in the 5050 to 5141 series and a few in the 5500-series too. UP is creating a new number series for their 5D60 and SD60M's. The UP 2100-2239 will be for the 5D60's, with the low end the ex-C&NW units. The ex-C&NW 8009 (previously UP 5951) is now UP 2106. The SD60M's will be in the UP 2240-2520 slot; nine units have already been renumbered as of late August.

Via North Western Illinois Chapter

Area Groups receive NRHS Grants

The Griffith Historical Society and the Illinois Railway Museum received 2000 Railway Heritage Grants from the NRIIS at this summer's convention.

The Griffith Historical Society has long established a park area on the north side of the tracks in Griffith, Indiana. Recently they acquired the 75-year-old tower from the Grand Trunk and moved it across the tracks to the museum site. A grant of \$4,500 was given to assist in the \$66,000 project. The upper level of the tower will contain the original equipment used to control traffic on the EJ&E, GT, MC, Erie and C&O railroads. Over 180 trains a day used the crossing at one time. The tower will join other buildings and equipment preserved by the society. The completion date of the museum is 2004, which coincides with Griffith's centennial celebration. The Blackhawk Chapter endorsed the grant.

The Illinois Railway Museum received a \$4,500 matching grant toward restoration of electrical equipment on the 1940 Electroliner interurban that ran on the Chicago, North Shore and Milwaukee. The Electroliner has been restored on the exterior to the original blue-green and salmon color scheme and work is underway to correct the mechanical and electrical problems.

GSMR to Acquire Southern #722

The Great Smoky Mountains Railroad at Dillsboro, NC plans to purchase the former Southern Railway 2-8-0 #722 from the Norfolk Southern. As of late September, although the contract was not yet signed, the GSMR considers the sale imminent. GSMR's offer for #722 was not disclosed, but NS's asking - has been reported to be \$350,000 even though the locomotive has been appraised at far less. The GSMR operates about 800 excursions per year out of both Dillsboro and Bryson City which results in considerable wear and

tear on their mainstay power, ex-USRA 2-8-O #1702. Now there may be another steam locomotive available to Share the burden. The #722 is currently not in operable condition (it did receive a cosmetic restoration about ten years ago), so, upon acquisition, she will enter the GSMR locomotive shop at Dillsboro for what the railroad expects will be a 12-18 month overhaul. During this time the Consol will be converted to bum oil. So will #1702 when #722 is finished. The #722 will be returning to home rails. The 2-8-0 once ran in regular service over the Southern Railway's line between Asheville and Murphy, NC, which took her over the present GSMR line. She will be remembered by steam fans as one of the stars of the Southern Railway's steam excursion program in the '70's and early '80's, frequently double-headed Down South with the 240 #630. The railroad plans to issue a press release when #722 finally becomes company property.

info from Jon Schegel, GSMR - via Dayton Ties & Tracks

Montana Project

Recently we were asked by our Denver office to assist them in a project in Lewistown, Montana. They have a project for the Montana DOT to study the removal or reconstruction of an overhead bridge on the west side of town. The bridge crosses over the BNSF line into Lewistown from the west. The line serves the elevator in town along with a lumber facility, fertilizer location and one other business.

MDT wants to widen the bridge as part of the highway improvement. On the west side of the overpass is a bypass for trucks around the downtown area. This intersection is dangerous and site of several fatal accidents. The Federal Highway Administration will not let them eliminate the overpass and put in a grade crossing, therefore, they are looking at an alternate solution and are willing to contribute \$2 million toward that solution.

Our Denver office will be doing the Environmental Assessment of the project. MDT has ask that a railroad feasibility



Central Montana with the Charlie Choo Choo 8 miles west of Lewistown, Montana. Dinner train operates weekends until winter arrives. Photo by R. Schroeder

study be completed at the same time. The study will look at the cost of rebuilding Spring Creek Trestle, located about 8 miles to the northwest of Lewistown on the Central Montana. In addition the track would be upgraded into town. The trestle and track have been out of service for some 10 years due to cost of repair. If repaired the BNSF could operate on the line from Moccasin instead of their line from the southwest side of town.

A second solution would be to move the industry to the west side of the overpass on the BNSF line and upgrade the line for about 15 miles. This alternate is costly but the city is looking at an industrial park near the airport and it might fit the needs.

The final solution is to leave the line where it is and rebuild the bridge in place. The total cost would be \$3 million or more and not solve some of the problems.

Our part will be review of existing BNSF and CMR



data, inspection of both line and determine rehabilitation costs, meet with railroads and industry for car loading information and then prepare a report to go with the EA. There will be two visits to the area for some of the public meetings during the process.

Last month I visited Lewistown for a preliminary meeting with MDT and our Denver office. I flew from Bloomington only to have the plane canceled in the morning. After a later flight to Minneapolis, and later to Billings, I arrived around 11:00 PM. Getting the 4-wheel drive rental car I headed to Lewistown through a snowstorm. My arrival was around 2 AM and the only thing I saw the 120-mile trip was 6 south-bound trucks, one coyote and one deer. Not much in Montana.

Our meeting went well and in the afternoon I followed the CMR line to Spring Creek and then over to Moccasin. The photo shown here is of the Charlie Choo Choo, a dinner train that runs on weekends on the CMR. Passengers are bussed the 9 miles to the train due to the out of service line.

I followed the BNSF line back to Billings

catching one train on the way. There is not much to see, range land and some high plains. It is beautiful in some ways but I was sure glad to be back in Illinois. I stayed in Billings that night and headed west to the BNSF/MRL yard. Lot of power but did not catch any trains moving.

Hopefully next time I will catch more trains. Also, hope we wait until spring to inspect the track – the recent snowstorms in that area make me want to stay here until spring.

Rick Schroeder

CN/IC Notes

The new connection at Harvey has finally been powered up and phase one of the project has been placed into service. Switches and signals on the GTW side are under the control of TD-4 in Troy, MI and the signals and switches at the top are under the control of Desk 1 (Chicago North) at Homewood, IL. Phase One includes the new wyes and all associated switches and signals on the GTW and the connection to them from track 7 at the top of the hill. Phase Two will have the cross-over switches from track 7 to 4 to 3 to 2 also powered up. Currently, the switches from 7 to 4 are hand operated, the switches from 4 to 3 are dual control switches not connected to any power and thus are locked in hand operation and the switches from 3 to 2 are electric locked, hand operated switches. There is a signal cabin already installed and new bases for what will likely be a cantilever signal for northward signals at Harvey near the current signal there at 20.56. I spotted what appears to be the sections for the cantilever assembly sitting by Woodcrest Stores.

I would presume that the radio operated plant at 157th Street (Harvey) will also be tied into the next phase of powering up the plant. Currently, trains and engines using 157th St code in a request for a route and signal using the DTMF keypad on the radio on IC channel 1. There are combinations of four digit tones to get the desired route and signal line up. Say for example, you want to go north from the Engine Thoroughfare to track 4, you would punch up 9952 on the DTMF keypad. The switches will line for your route and if all is well, a restricting indication is displayed

on the signal. Lately, this plant has become rather unreliable and switches have had to be hand operated. There are currently eight specific route requests, four in each direction. There are also tone sets to cancel the route request, and tone sets to turn the snow melters on and off. If in the Markham Yard area and you here four DTMF tones beeping on the radio, you are hearing signal and route requests.

CN has already given up on the intermodal corridor between Chicago and Omaha via the former CCP. Effective next week, intermodal ramps at Waterloo and Council Bluffs will be shut down and intermodal service halted. I was told “the revenue wasn’t adequate” meaning they weren’t making any money. I don’t suppose it could have been from the inconsistent quality of service. The daily dedicated intermodal trains 181 and 180 weren’t operated as pure intermodal trains. They always had manifest freight and did work at Hawthorne before ever leaving Chicago Terminal proper. That and not always having rested crews for the out-bound 181’s scheduled leaving time or the manifest freight traffic he handled out of Markham not being ready for his scheduled departure. Remember how the big merger plan included an auto and intermodal train operating daily between Chicago and Council Bluffs? As I recall, this was touted as part of the plan to get trucks off the highways, another benefit of the merger. Some days these trains had respectable amounts of intermodal loading. Other days they had a handful, if any. Oftentimes the westbound train had new trailers for Werner and Swift that were built here in Indiana by Wabash National and trucked to MIT for movement westward by rail.

I wonder if the STB is taking note of this failed plan? Remember the new rules for merger applications include proof of service improvements and proposed improvements. None of the “Because we said so” anymore. When the BNSF and CN attempt the failed merger again, I hope the Surf Board is keeping track.

Trains 397 and 398 are now run-throughs from and to Canada. 397 operates via the EJ&E from Griffith to Matteson. At Matteson an IC crew takes over. They

pick up the J interchange and the train gets on the IC and heads south. Track work was done in the yard after this move started to support the wear and tear. At Champaign the power is cut off and placed on 398 and the crew takes it back north to Matteson. Upon their return, they set out the J delivery and a GTW crew takes over and takes the train east. These symbols are contradiction to the way trains are numbered on CN. Being that CN does it backwards for northward and southward trains, 397 as a US train would be normal as a southward train. In CN’s scheme of things, westward and northward trains are odd numbers and eastward and southward trains are even. Therefore, 397 which used to terminate at Markham now has symbol contradictory to the numbering scheme once it gets on the IC and 398 which now originates on the IC in Champaign also goes against the grain. 397 operates to Centralia and gets switched there.

One thing I don’t understand about this move is the use of the EJ&E. They spent oodles of cash to build the new connection at Harvey and power it up. They rerouted coal trains from and to the BNSF over the IC to save on trackage rights payments to the BRC. CN owns a share of BRC but they don’t own a share of the J. It cannot be the hand operated switches involved at Harvey as all the switches to connect the IC and the J are hand operated.

324 (GLME) and 311 (CPGL) have been discontinued. 322 (GLCE) now operates at 1100 out of Glenn. It does work at Markham and Kankakee. 325 (MEGL) remains the same except for a later start out of Champaign, now going around 1100 as well. The turn around job that covered GLCE and CPGL has been eliminated and the crews lay over in Champaign. To replace the two discontinued trains, we now have 338 (WLME) and 337 (CPHW).

338 goes on duty at Glenn Yard at 0300 and the crew is cabled over to Hawthorne. We do not have an agreement to allow us on and off duty at Hawthorne. We take the train from Hawthorne to Champaign. Work is done at Markham and occasionally some place along the way. Crews are changed at Champaign, Bluford and Fulton. 337 goes

on duty at Champaign at 0300 and may work somewhere along the way. We have been swapping engines at Markham almost every trip and sometimes either setting out or picking up there as well.

RoadRailers are now operating into and out of Markham from and to Canada. The inbound train is 145 and has an interdivisional crew that runs from Port Huron to Markham. Haven't heard the outbound so I don't know the number. Word is they want to start service from Markham to St Louis next.

WC trains TO40 and TO41 no longer terminate or originate at Markham. WC's are interchanged at Hawthorne and moved on 337 and 338.

The Soo Line business is interchanged on Soo trains 492 and 491. 492 operates from Bensenville to Markham and 491 the inverse, or is it reverse. IC, GT, DWP CP and Soo power may be found on these trains. They use the GTW from Harvey. I would guess they are routed either IHB between Blue Island and Franklin Park or GTW to Hayford and then BRC between Hayford and Cragin.

462, the BNSF run through from Galesburg, now picks up at Glenn as well as sets out there. BNSF crews bring it up the Joliet Sub from UD Tower to Glenn Yard and make the set out. GTW crews most of the time take the train from there. If there are no crews rested, an IC Glenn Yard road switcher crew will move the train to Kensington and tie it down there until a rested GTW can get it and move it east.

By Joseph D Santucci, CN/IC engineer

Editor: We are involved in a project that will replace the U.S. Route 6 bridge under Metra, the CNIC mainlines and the lead into the intermodal yard at Harvey. We will be designing the temporary alignments that will move Metra and the IC tracks east about 65 feet. We will get into this new interlocking and it will require a new signal bridge. In addition, we will be moving the intermodal leads along with the inbound/outbound truck lanes. Two existing bridges will be replaced at this location to allow wider lands on Route 6.

Wheel Report

Chicago and Eastern Illinois models - **Another reminder - the C&EI Historical Society and the Calumet Division of the NMRA are selling a four-numbered hopper car from Model Die Casting. The cars are the three-bay hoppers in the 86000-86479 series. The cars are \$12.95 per kit with shipping to be \$3.25 per order for first three cars. The C&EI HS cars are the same price. Cars in three numbers can be ordered from the Calumet Division of NMRA, Albert Kamm Jr., 20207 S. Greenfield Lane, Frankfort, IL 60638-4409. The C&EI R HS cars can be ordered from Bob McQuown, 15 Woodland Drive, Bismarck, IL 61944. Allow 3 to 4 weeks for delivery. No credit cards, money order or check are allowed. The run is limited with only 200 of each number available. Over 50 have been sold by the society in the first two weeks, and that was to members and friends only. So order now while supplies last.**

C&EI Caboose lives? We receive the Railroad and Tourist Rail Magazine from D. F. Barnhardt and Associates on a near monthly basis. The magazine has locomotive, passenger cars, cabooses and other equipment for sale. In the September issue there is a photo of a L&N caboose for sale. It is located in Tennessee on a section of track. The write-up says the caboose has the interior restored to a conference/TV room along with refrigerator and galley and is carpeted throughout. Asking price is \$16,100. From the photo and dimensions we believe it is a C&EI steel bay-window caboose. Anyone got a blank check?

Wabash in Monticello featured - We receive a copy of the Illinois State Historical Society calendar each year. Each calendar has historic photos from various locations around Illinois. The calendar for 2001 features the Wabash Railroad in Monticello on the October page. A southbound passenger train is seen heading south on the bridge to the St. Louis 1904 World's Fair with smoke laid back over the train. A driver and team of horses are passing under the bridge adjacent to the IC track. The photo is from the Piatt County Museum.

Thrall Car announces layoffs at two plants

- Thrall Car plans to lay off as many as 215 workers at its Chicago Heights, Ill., plant, and another 150 at its Winder, Ga., plant, because of reduced demand for railroad freight cars. The first wave of layoffs will take effect in December, but could be cancelled if Thrall receives more orders for new cars. TRAINS On-Line

CSX to move traffic - more will be added as info comes in. But it appears that through freight traffic on the B&O to St. Louis is over with effective October 31st.

CSX is abolishing trains Q333, Q332, Q371, and Q372. All Cincinnati bound traffic will move via Avon Yard in Indianapolis and Osborn Yard in Louisville. This will eliminate all through freight east of Mitchell, Indiana to Cincinnati. A local, J786/J787 will operate over the line to handle local traffic and traffic not handled by the other yards.

Operating plan proposal

Q332 -remove from the operating plan

Q333 -remove from the operating plan

Q371 -remove from the operating plan

Q372 -remove from the operating plan

Q511 -a 'FLR', 'WMI' and 'ESAL' block will be added out of Cincinnati.

Q553 -a 'CIN' block will be added out of St Louis ALS

Q554 -new train originating at Washington picking up a 'ESAL' block at flora.

Q564 -a 'WMI' and 'FLR' block will be added out of Louisville

Q565 -train will originate at St Louis TRRA with a 'LOU' and 'CIN' block

J786 -a 'TRRA' block will be added out of Cincinnati Monday through Saturday.

J787 -a 'TRRA' block will be added out of Cincinnati on Sunday

Via Internet Western Ohio list here on e-groups. Sent by J.E.Landrum.

CN/IC changes - at the entrance to the Champaign yard the flag cluster has changed. Down came the black IC 'death star' flag and up went the red and white

maple leaf Canadian flag. I think it's an improvement....

Also, a new safety sign has been installed just west of the entrance along the entrance road. The east side of the sign has a safety slogan that I can't remember, but has the genesis of four IC logos: the solid black diamond, the green diamond, the split rail, and the death star. The back side of the sign has another safety slogan accompanied by 3 photos of equipment: the IC Green Diamond streamliner, new IC locos and new CN locos. With the relatively new resurfacing of the entrance road the yard LOOKS like it's a top notch operation.

At both the Champaign and both Decatur yards there have been recent installations of wind socks on wooden poles. I would assume that these are for safety reasons in case of a derailment and venting of dangerous gas (Safe as in the employees would know where NOT to stand!).

From Bruce Bird

Demise of State Line Tower

I have been given the sad news that State Line Tower in Hammond, Indiana was demolished yesterday, October 31, 2000. In its prime, State Line was one of the busiest interlocking towers in the Chicago area. It served trains of the Baltimore & Ohio, Nickel Plate, Erie, Chesapeake & Ohio, Monon, Chicago & Western Indiana, Indiana Harbor Belt, Chicago South Shore & South Bend, and Elgin, Joliet & Eastern.

Built in 1897 with space for 224 levers by the Chicago & Western Indiana Railroad, State Line's interlocking machine -- a vertical frame made by National Switch & Signal Co. -- was the largest mechanical frame ever installed in North America.

With the demise of the Erie and Monon lines to the east, and the demise of the C&WI line to the west, State Line has been but a shadow of its former self since the mid-Seventies. But still it soldiered on with a scant 20 or so levers remaining in operation. The last mechanically-operated switches and facing point locks were converted to power operation this summer

Operating Session

Last month we held our first operating session at Rossville in several years. Attending were Bob Gallippi, Bob Bauer, Doug Butzow, Mark Ziebart, Steve Ridge, Bill Sandusky, Al and Dale McCoy, former member Greg Bullias and Rick Schroeder. Greg and Bob G. were the yard crew, Doug B. operated the Stanleyville yard, Mark and Steve ran the local to Stewart, Bill and Dale worked the southbound trains and Bob B ran the northbound trains. Rick Schroeder was dispatcher and taker of verbal punishment if something did not work.

The session started around 1 PM and we finished shortly after 3 PM. In years past we have used the computer to arrange the trains. This time Rick had spent several hours, along with help from Bob G. and Bill S. in setting up the trains and switching on a car-card system. We had several bugs crop up during the session (Dale even got one) but they were soon worked out and for the most part it went well.

Everyone seemed to have fun running the trains and no one ran into the other guy. It appeared all cars reached their destination and the yard crews got almost all cars out on time (the refers were left in the ice dock too long). The local took a long time but then there were a lot of cars to move. My special thanks to Bob B. and Bill S. for bringing some motive power for the through trains.

On Saturday, November 18, we will have another session. We will meet around Noon that day and get started at 1 PM. For those that operated last month you will have to run a different train, or yard, this time. I will continue as dispatcher providing the dispatcher gets less "flack" from the engineers, (smile).

Everyone in the chapter is invited to attend. There are plenty of trains and if we have more operators than we need you can be an assistant, such as the local and yard had last time. This is a fun time and we hope you can come join us for some model railroading at Rossville.

If you have equipment that you want to bring and leave on the layout send me a list so cards can be prepared. Also, they must have Kadee couplers, be proper height and be weighted to NMRA standards for length.

Rick

preparatory to the tower's closing in early August.

One of the most significant interlocking towers of all time is now gone at the age of 103 years.

From Jon Roma

Editor: I was only in State Line Tower one time, back around 1967 and was shocked at the top of the stairs to see so many levers. All railroads noted above were still running and the friendly operator, who invited me up, made my visit most memorable. My photos of the tower and trains, taken on that one day, will always be my part of State Line Tower history

C&EI 2001 Calendar available

Once again member Bob McQuown has produced an excellent calendar for the Chicago and Eastern Illinois Historical Society. This year's calendar features a full 16"x28" center fold panoramic view of Oak Lawn Shops in Danville. Also featured are never before published photos of our favorite railroad. These calendars go fast so be sure to order yours now.

You may order them for \$8.00 each, postage paid, from C&EIHS, Bob McQuown, 15 Woodland Drive, Bismarck, Illinois 61814. Bob will have some of the calendars at the next meeting and the annual dinner in December. Be sure to pick one up.