

DANVILLE FLYER

A PUBLICATION OF THE DANVILLE JUNCTION CHAPTER, INC. NRHS

The *DANVILLE FLYER* is published monthly by the **DANVILLE JUNCTION CHAPTER** of the **NATIONAL RAILWAY HISTORICAL SOCIETY** for its members and other interested persons.

The **DANVILLE JUNCTION CHAPTER, NRHS**, is a not-for-profit corporation organized to preserve the history of railroading in Eastern Illinois and Western Indiana and operates a museum located in the former Chicago and Eastern Illinois Railroad depot on East Benton Street in Rossville, Illinois. The museum is open weekends from Memorial Day to Labor Day and features many railroad displays plus a large operating HO model railroad.

Membership in the Chapter is open to anyone having an interest in any aspect of railroading. Dues per year are \$17.00 for Chapter membership in addition to \$20.00 for NRHS membership. Meetings are held on the third (3rd) Sunday of each month (except June, July, August and December) at the Pizza Inn Restaurant, Gilbert Street (Illinois Route 1) and Williams Street, next to CSX, in Danville, Il. with lunch beginning at 1:00 PM Central Time followed by meeting and program.

OFFICERS FOR 2004 - Our 36th Year

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Kansas City Southern 743 leads 3 other units downgrade from Rich Mountain toward Heavner, Oklahoma. Photo is at the famous location known as "Walter's Last Stand". The location was made famous during a recent rail trip by your editor, Bruce Bird, Steve Hankel and the famous Walt Baselt. Photo by Z. Hilton of Ft. Smith, AK.

Coming Events

**November 6, 7 & 13,
2004**

Monticello, IL - Throttle Time at the museum, reservations required

November 21, 2004

Danville, IL - Regular monthly meeting at the Pizza Inn, Gilbert and Williams Street, 1:00 PM

November 21, 2004

East Peoria, IL - Illinois Valley & River City RR Train Fair, Illinois Central College, Rt 115 & 24, 11-3

**November 27 & 28,
2004**

Collinsville, IL - Great American Train Show, Gateway Center 11-5 each day.

December 5, 2004

Danville, IL - Annual meeting at the Pizza Inn, program is Alaska Railroad.

April 2 & 3, 2005

Urbana, IL - Annual Train Show at Lincoln Square Mall.

2005 Dues

With this issue you will be receiving the renewal notice for NRHS and Museum dues, due by the end of March. Please complete the forms and send your check to Allen Cooke at the address listed. We appreciate your prompt attention to renewal and look forward to having you as a member for another year.

Next Meeting

The next meeting will be held on Sunday, October 17 at the Pizza Inn. As usual, we meet around 1:00 PM, order from the menu and start the meeting around 1:45 PM. Doug Butzow will present the program on the July convention of the National Railway Historical Society held in Minneapolis this year. Doug and Randy Rippy represented the chapter this year. As you are probably aware, steam was well represented at the annual event.

Over the summer President Dave Sherrill has been grinding out the mortar on the front of the building. Now that we are closed for the season we need to concentrate on grinding more joints in preparation of tuckpointing. The more we do the more money we will save, or the more we can get tuckpointed. We need to get this done, especially around the front door and bay window and on the back porch area. There are other locations but these are the critical.

The next operating session is scheduled for the first Saturday in December. Also note Bill Sandusky's sessions that will continue into 2005. With the winter season approaching should we have snow fall of more than 6 inches the session will be cancelled.

Please note the date for the annual dinner that will be held in December. In September Rick Schroeder visited Alaska for a proposed company project with Alaska Railroad. The program will cover a rail trip from Anchorage to Seward. Also please note the spring Train Show and Urbana's Lincoln Square Mall. Put it on your calendar if you plan to enter the contest.

Speaking of the Urbana Show, at this time the group that sponsors the show does

not know the final availability of the mall for the spring event. At the end of October the mall and Carle/Health Alliance announced that the former Bergner store would be remodeled for the health care company to move about 400 employees into the facility next May. At the same time they announced the second phase would involve reconstruction of parts of the mall and include condo's to be constructed above the existing mall. A total redesign of the facility will take place over the next 2 years. This is great news for downtown Urbana which has suffered in recent years due to loss of business moving to other parts of Urbana or Champaign. However, the news is not so good for the train show as space will be reduced if not eliminated. We will keep you posted but 2004 may have been the last, or 2005 could be the last one.

Wabash Railroad

Let us all pause a moment to recall that 40 years ago today, the Wabash Railroad was merged/leased into the Norfolk & Western Railroad.

At 12:01 A.M., on October 16, 1964, the merger/lease was consummated. The previous day, the Wabash board of directors abolished "all salaried officer and employee positions" and passed a final resolution: "The Board of Directors wishes to acknowledge, with thanks, the many years of valued and dedicated service of all Wabash officers and employees, both past and present, without whose enthusiastic performance of duties this Company would not have so flourished and prospered."

And so the Wabash joined the list of fallen flags. Three cheers for the Wabash Railroad!

Randy Rippy, WRHS



Trains Unlimited Tours Special Train to 2005 NRHS Convention

Trains Unlimited Tours has announced the operation of a special train from Sacramento, California to the 2005 National Railway Historical Society Convention in Portland, Oregon. The planned route includes the former Western Pacific to Keddie, the BNSF Highline to Klamath Falls, and the Inside Gateway from Chemult Junction, Oregon to Wishram, Washington. The three-day trip will operate on July 2, 3 and 4, 2005 with overnight stops in Greenville and Bend.

Although the train capacity is almost 400 seats, the operators expect it to sell out quickly because of the unusual and highly scenic route. The inbound special is now open for reservations, and NRHS members heading for the convention are urged to act quickly. The inbound special is included in Trains Unlimited Tours' 2005 brochure, which will be distributed to their full mailing list on November 1. As an incentive for early reservations, Trains Unlimited Tours is offering a \$100 per person discount off the published fares to passengers who book before October 22, 2004. Deposits are due within two weeks of placing an order.

The special train will feature a variety of accommodations and ticket prices. Trains Unlimited Tours offers optional transfers and hotel accommodations at the two overnight stops. They also plan to offer an optional chase bus for photographers on two segments of the route. For more information and prices, visit the Trains Unlimited Tours website at: <http://www.trainsunlimitedtours.com/>

Neglect of trains

By Rob Zaleski

What really rankled the respondents was Congress' continuing refusal to provide the necessary funding for the proposed High Speed Rail Initiative, which would link no less than nine Midwest states. I guess I shouldn't be surprised, but a recent column I wrote about the sad state of passenger rail service in this country touched a raw nerve in more than a few readers.

Turns out I'm not the only one who thinks it's ludicrous that Amtrak runs just one train per day from Columbus - the closest station to Madison - to Minneapolis-St. Paul. And that a round-trip ticket costs \$112. But what really rankled the respondents was Congress' continuing refusal to provide the necessary funding for the proposed High Speed Rail Initiative, which would link no less than nine Midwest states - and would provide service between Milwaukee, Madison and the Twin Cities.

Even though, as I noted in the column, our interstates are clogged, gasoline prices

are skyrocketing and gas-guzzling U.S. vehicles continue to suck up a large percentage of the world's dwindling oil supplies. One reader called Congress's attitude "asinine." Another called it one of the great mysteries of modern times.

As Brett Hulsey of the Sierra Club pointed out, it's especially baffling considering that Amtrak just set a ridership record for the second consecutive year, having carried almost 25.1 million passengers - up 4.3 percent from the previous year - in the fiscal year that ended Sept. 30. (That includes, incidentally, a 10.6 percent boost in ridership on its Hiawatha line between Milwaukee and Chicago.)

And it's downright astounding considering that it's been several years since the federally subsidized railroad purchased new trains or made any significant improvements to tracks, said Rick Harnish, executive director of the Midwest High Speed Rail Association.

The record ridership "is just a hint of what could happen with proper investment," Harnish recently told Copley News Service. Nobody's suggesting, of course, that an improved rail system would be a

panacea for our overburdened transportation system. But as Bill Becwar, a 52-year-old engineer for Camtronics Medical Systems in Hartland, a Waukesha County suburb, noted in an e-mail, it could certainly help alleviate the congestion on our freeways. And even in the state Amtrak's in now, it's usually far less stressful.

Case in point: Becwar's company recently sent him on an urgent mission to install computer equipment at a hospital near South Bend, Ind. His travel agent booked him on a 6 a.m. flight from Milwaukee to O'Hare. Then, after a several-hour layover, he would take another plane to South Bend. Knowing how chaotic O'Hare can be, Becwar figured there had to be a better way.

So he got up at 5 a.m. the next morning, drove to downtown Milwaukee and caught the 6:30 a.m. Hiawatha to Chicago. Then, after a relaxing breakfast in the Loop, he took a cab to Randolph Street, where he boarded a South Shore Line train to South Bend.

A little more than two hours later, the train arrived at South Bend

Regional Airport - at exactly the same time as the flight that his travel agent originally had booked. Not only that, but the spot where train passengers depart was "closer to the car rental counter, and I didn't have to wait for my luggage to come crashing off some conveyor belt," Becwar says.

Was there a downside to taking the train? Just one, Becwar says.

Since, unlike on a flight, there were no attendants, "I had to buy my own soda and peanuts," he says. On the other hand, the round-trip train fare was about \$380 less than the roundtrip plane ticket. So there was plenty of money left for a nice dinner, while still making his boss happy at the same time.

The thing is, "Everyone in this country is so stuck on getting somewhere fast that they fail to recognize there are far more civilized ways of getting from Point A to Point B than slugging it out in traffic or relying on bankrupt airlines and absurd security," Becwar says.

Granted, Amtrak sometimes isn't as effi-

cient as it could be, he says. But with our airlines in disarray and our roads becoming more and more crowded, it's nice to know the option exists - "if only for the sake of our own sanity," Becwar says. "That should be worth something."

RailAmerica acquired Columbus to Cincinnati line

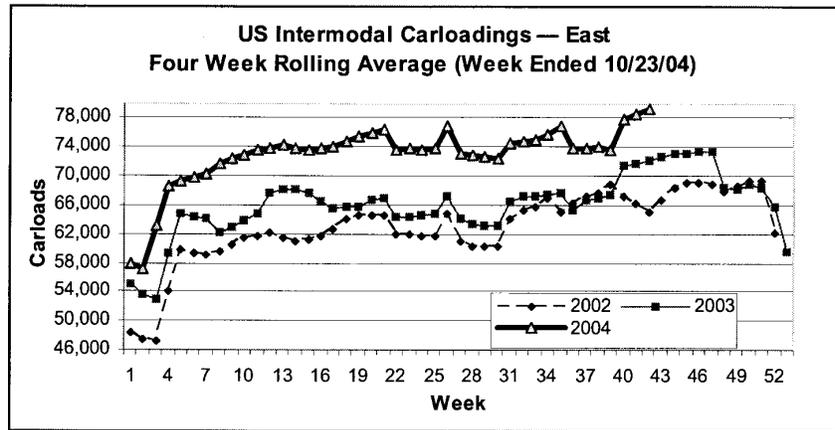
BOCA RATON, Fla.—Oct. 18, 2004—RailAmerica, Inc. today announced that its subsidiary, Indiana & Ohio Central Railroad, Inc. (IOCR), completed its \$8.6 million purchase of 107 miles of railroad from Cincinnati, Ohio to Columbus, Ohio (The Midland Subdivision) and the long-term lease of the related real estate from CSX Corporation's (NYSE:CSX) subsidiary, CSX Transportation, Inc. The line will be operated as part of the IOCR, which anticipates moving approximately 19,000 carloads annually over the line.

The IOCR connects with the Midland Subdivision at Washington Courthouse, Ohio and RailAmerica's Indiana & Ohio Railway (IORY) at Springfield, Ohio. Major customers on the line are Cargill, Sabina Farmer's Exchange, Lowe's and Weyerhaeuser. Primary commodities shipped on the line are agricultural & farm products, chemicals, and paper products.

Charles Swinburn, Chief Executive Officer of RailAmerica said, "We are pleased to have had the opportunity to work with CSX on the acquisition of the Midland Subdivision. We are excited about expanding our operations in the State of Ohio, and expect to realize significant synergies with this property and our other Ohio and Indiana railroad properties."

RailAmerica, Inc. (NYSE:RRA) is a leading short line and regional rail service provider with 46 railroads operating approximately 9,100 miles in the United States and Canada. The Company is a member of the Russell 2000(R) Index. Its website may be found at <http://www.railamerica.com>.

Intermodal Originations



Illinois Railnet

All the final details got worked out on the BNSF spinning off the Mt. Morris and LaSalle branch lines in early October and the Illinois RailNet closed the deal on these properties in early October. The official first day of ownership on these lines was on Saturday, October 6, 2004.

Included in the transaction is the Mt. Morris line, from milepost 98.75 in Oregon Oust beneath the

HWY 2 bridge) up to milepost 105.78 in Mt. Morris and the LaSalle line from milepost 25.7 in LaSalle to milepost 43.36 in Zearing, IL. The IRN will also be taking over the switching work at the two sand plants west of Oregon. The Uniman Corp. facility and the HA International Borden sand plant will both be switched by IRN crews.

Besides buying these two portions of track, the IRN entered into an agreement with the BNSF to have track-age rights between Oregon and Flagg Center along with the portion from Zearing to Montgomery, IL. This agreement will see the IRN be able to utilize one set of locomotives to serve both the Rockford and Mt. Morris line and another set of engines to work the LaSalle and the Ottawa portions. It seems likely that one pair of locomotives will be kept at Flagg Center and in the daytime an IRN crew will run over to

Oregon and do the work at the sand plants, the Mt. Morris line and then return to Flagg Center. The night crew will take those same units and make the run up to Rockford and back, completing the cycle. It is expected that the IRN will be going on duty at Flagg Center around 7 a.m. on Monday through Saturday for at least the first couple of weeks as the crews get used to working the route. If the levels of traffic are there, then Saturday operations may continue past that. Listen in to the IRN talking to the BNSF C&I road dispatcher on the road channel of 16.160. It is expected that the IRN will use their own channels of 161.055 and 161.355 when they are doing their own switching work on their new lines.

As mentioned last month, the IRN had agreed to work the Quebecor Printing plant in Mt. Morris on Monday through Friday. The Quebecor World Printing facility can hold 11 cars for unloading inside the plant. Since they will be getting additional switching, the plant will have to unload and store the paper on a quicker schedule. The printing plant ships out about 6 boxcar loads of scrap paper each week.

Along with the trackage rights agreement, the IRN also entered into a joint trackage agreement with the BNSF. This will give the IRN limited rights to operate their own locos and cars between Oregon and Flagg Center. The BNSF retains all switching rights along the line, except for the sand

plants west of Oregon that were conveyed to the IRN in the sale.

As for powering these new lines, the RailNet parent brought in four B23-7s that had been out of service since the Camas Prairie RailNet shut down in Idaho a few years ago. The CSP 1, 2, 3 & 4 were brought down on a BNSF freight via Galesburg in early October. The units were then taken to the IRN shop in Ottawa for some attention. All four of the units are painted in a yellow and green scheme. Although subject to change, the reported motive power plan is to get the two best B23-7 runners assigned to the Oregon/Rockford operation and transfer the pair of red CF7s down to the Zearing/LaSalle branch. The other two CSP units will be sent down to another RailNet operation, the Georgia & Florida RailNet. Until the B23-7s get running though, the IRN is leasing a pair of little geeps from the BNSF.

The first run occurred on Saturday, October 9 as the BNSF GP15 #1487 and GPIO #1408 left Flagg Center in the morning and ran over to Oregon and then up to Mt. Morris late that afternoon. The BNSF will alter the work on their through freights to accommodate how cars will be picked up and dropped off on these two new IRN operations. The M-GALNSI will do his work at Oregon instead of Rochelle. As a reminder from a couple of months ago, this train comes north out of Galesburg on the Barstow Sub, to Savanna and then heads east on the C&I through Oregon and Rochelle before heading to the NS in Chicago. Down on the Mainline Sub., the M-GALCHC will do his set out and pick up work at Zearing instead of Mendota, IL.

Via North Western Chapter



NS Eyes Mail Business Abandoned By Amtrak

Amtrak's recent decision to abandon its mail and express operations leaves a roughly \$3 million (mn)/yr piece of business that may be attractive to some Class I freight carriers. The national passenger rail carrier announced last month that it will cease carrying mail and express, a move welcomed by at least one freight railroad because it has hindered passenger service. Even though mail and express service is a profitable operation for an unprofitable carrier, it "no longer makes business sense for Amtrak and has negatively impacted the quality of our passenger service," Amtrak President David Gunn said in an announcement to employees.

Amtrak's \$65 million contract with the United States Postal Service (USPS) generates about \$2mn-\$3mn/yr. in profit for the railroad, said Amtrak spokesman Cliff Black. But, attaching mail cars to the back of passenger trains has led to long dwell times at intermediate stations, Black said. The leading complaint from Amtrak passengers is service reliability, and Amtrak believes that it can offset the lost profit with increased passenger revenue.

In addition, much of Amtrak's boxcar fleet needs replacement or refurbishment, Black said. Amtrak will sell off that equipment once the USPS contract expires Sept. 30. The passenger carrier will continue to carry some express parcels in baggage cars between stations that offer checked baggage. Amtrak is legally bound to continue offering service in separate cars to one customer, ExpressTrak, an independent but closely linked perishables transportation company now operating under bankruptcy protection. Once the bankruptcy proceeding ends, Amtrak will stop the service.

The announcement did not disturb USPS, agency spokesperson Bob Anderson said. Amtrak mail traffic is "almost insignificant" compared to the postal service's total volume, he said. The USPS has \$123mn in transport contracts with 11 other railroads, Anderson said.

One freight railroad would like the business. The STB granted Amtrak the right to expand its express package business in 1997, despite freight railroads objections that the passenger carrier's plan homed in on their business. Now that Amtrak abandoning the business, at least one railroad is eyeing it:

Norfolk Southern

NS will definitely seek the former Amtrak business, said Joe Dryburgh, general manager of NS Thoroughbred Direct Intermodal Services. The New York-Chicago mail trains move on NS tracks already, and NS would like to acquire some of the transcontinental traffic, he said.

Historically, Conrail and BNSF partnered to handle the largest USPS contract, which generated about 80,000 trailer loads a year in the mid-1980s, Dryburgh said. "The mail business was second only to United Parcel Service" in terms of traffic for Conrail and BNSF, Dryburgh said. "We moved third- and fourth-class [mail] and periodicals."

NS actively pursued the mail contracts when it split Conrail's assets with CSX, and continued the partnership with BNSF. Since 2000, BNSF contracted out most of its mail traffic to the intermodal giant J.B.Hunt, and NS, in turn, has been more selective in the mail business it accepts.

NS is set to begin a \$25mn USPS contract in September that will have the railroad handle between 20,000 and 25,000 loads a year. NS moves the mail traffic mostly in trailers, except between Philadelphia and Kansas City, Mo., when the railroad uses its Roadrailer equipment. It is too soon to tell if Amtrak's decision to eliminate mail and express service will help NS move its freight trains faster, according to NS.

The shorter trains will mean Amtrak will move over the road a bit faster. And, NS would benefit if Amtrak eliminates some trains, as it may do in Florida and along the Chicago-New York route. But Amtrak must give 180 days' notice before dropping service, Husband said. In that time, states or the federal government may decide to pony up enough to keep the services going, he said.

Amtrak Has Posted Its Highest Ridership Ever

The federally subsidized railroad, a continual source of debate in Congress, carried 25,053,564 passengers nationwide in the fiscal year that ended Sept. 30. That's a 4.3 percent increase over the previous year's ridership of 24,028,119 - the previous record-setting total for the 33-year-old Amtrak system.

Meanwhile, four state-supported "corridor" routes that Amtrak operates within Illinois each saw increases in ridership. So did cross-country, or long-distance, trains that pass through Illinois, including the San Antonio-bound "Texas Eagle" that stops in Springfield.

Amtrak spokesman Marc Magliari offered a variety of reasons for the boosts in ridership. "I think there's been some economic improvement nationally," he said Monday. "I think it's also fair to say we've been working hard to make the traveling more pleasant by making the trains themselves more reliable and by improving some of the amenities inside, particularly on the long-distance trains."

Amtrak racked up its biggest numbers despite having to suspend some train service due to the recent Florida hurricanes, Magliari said.

According to the latest figures:

Ridership on the Chicago-to-St. Louis corridor via Springfield, Lincoln and Carlinville rose 8.9 percent to 212,999 in fiscal 2004 from 195,599 the year before. The numbers reflect activity on both the

"State House" and "Ann Rutledge" lines; the Illinois Department of Transportation pays for the State House service, which offers one round-trip daily.

Also using the corridor is the "Texas Eagle," upon which ridership increased 9.5 percent, to 234,619 from 214,350. The state-supported "Illinois Zephyr" that links Chicago and Quincy saw a 4.7 percent increase in ridership, to 108,856 from 103,924 over the two-year period. On cross-country trains using the same route, the number of passengers on the "California Zephyr" increased by 3.8 percent, to 335,764 from 323,389; and by 6.1 percent, to 290,003 from 273,271, on the "Southwest Chief."

Ridership on state-supported "Illini" trains connecting Chicago and Carbondale grew 10.3 percent, to 113,281 from 102,684. On long-distance "City of New Orleans" trains that use the corridor, ridership increased 4.5 percent, to 190,017 from 181,802. On "Hiawatha" trains running between Chicago and Milwaukee, ridership rose 10.3 percent - to 460,430 in fiscal 2004 from 417,366 in fiscal 2003. IDOT and the state of Wisconsin pay Amtrak to provide several round-trips daily.

Rick Harnish, executive director of the Midwest High Speed Rail Association, said the new Amtrak figures demonstrate there's an increasing demand for intercity passenger rail as an alternative to driving and flying. His organization advocates creating a faster rail network connecting several Midwestern cities.

"We haven't done any real significant investment for some time in terms of new (rail) cars or significantly upgrading track, and yet ridership is climbing dramatically because people want to take the train," Harnish said. "This is just a hint of what could happen with proper investment."

Amtrak continues to face opposition from some federal lawmakers who think the railroad wastes tax dollars, and the White House has proposed breaking up the money-losing system and opening parts of it to private competition. Amtrak's board has requested \$1.5 billion for the new fiscal year that began Oct. 1, but one proposal in Congress would offer only \$900 million. The previous record for

Amtrak ridership prior to 2003 was in 2001. That year, 23.5 million passengers rode the system.

Employee Boosts Marc Efficiency At New Servicing Site

Larry Baker, assistant store-keeper-Purchasing & Materials, volunteered to add a new set of tasks to his job requirements this summer. In the process he helped improve the efficiency of a busy commuter line. Based in Brunswick, Maryland, Baker, who works for both CSXT and Maryland Area Commuter Rail Service (MARC), was instrumental in readying an old train station for commuter service. The station, 30 miles from Brunswick, In Martinsburg, West Virginia, was recently refurbished as a new [servicing point] to extend the westward reach of the MARC passenger service around Washington, D.C. Previously, all trains

staged and serviced in Brunswick, but this project allows an additional service location at the line's western-most point. Bakers duties included stocking and labeling supplies installing shelves, organizing local services, transporting cleaning supplies and parts for coach and locomotive repair, supervising contractors and delivery of tools and equipment. Meanwhile, Dick Moss, janitor clerk, lent his support in Brunswick as Baker's attention was directed to the Martinsburg project. Since completion In June, the Martinsburg facility

provides fueling and cleaning service, required daily maintenance, repair of defective equipment and mandated inspections by regulatory agencies for two trains each night

Typically, CSXT employees service MARC trains. "it is refreshing to see an employee so dedicated to his purpose without compromising his present responsibilities for the safety of others," said Brian Ruch, general foreman Passenger Services. Baker's supervisor, Joe Moran, manager Purchasing & Materials, also praised him for efforts that culminated in cost savings and greater efficiency for the

MARC system.

Via *THE BULL SHEET*

Editor: It is good to see how well the new facility we designed has been accepted by the railroad. Larry, along with other MARC and CSX employees, was an advisor to URS during the design process. The building used is actually a former B&O Freight house, not station as noted.

BNSF, UP focus capital investments on SW lines

The two Western Class I carriers' strategies to expand network capacity over the next several years includes focusing their multibillion capital budgets on key bottlenecks in Southern California and the Southwestern states, BNSF and UP officials said at an industry gathering last week.

Invited to address infrastructure capacity issues, the railroad executives described a number of operating factors that influence network capacity for attendees of the Pacific Northwest Association of Rail Shippers and the Southwest Association of Rail Shippers joint meeting in Las Vegas. But, Rollin Bredenberg, BNSF vice president of service design, and Rick Wilson, LTP general director capacity, also detailed plans to invest in their key lines connecting southern California ports to Midwest gateways. BNSF's top priorities over the next five to eight years includes triple tracking its Cajon Pass line near San Bernardino, Calif.; expanding capacity on its transcontinental mainline; and increasing terminal capacity at its Lincoln, Neb., and Kansas City, Mo., terminals, Bredenberg said.

Other transcon work planned by BNSF includes:

Double tracking stretches through western Oklahoma and New Mexico;

Triple tracking lines approaching its Amarillo, Texas, terminal; and

Expanding terminals in Belen, Chicago; Needles, Calif.; and Los Angeles.

The carrier also is planning a series of infrastructure improvements to increase capacity on its northern lines. BNSF plans to add sidings to its Chicago-La Crosse, Wis., line, and improve sidings along its lines linking Minneapolis to Fargo, N.D., and Montana. It also plans siding work on the Spokane-to-Portland line. The railroad will expand terminal capacity in Havre/Minot, N.D., and Seattle.

Similarly, UP plans to focus resources on its Sunset route, site of some of the carrier's worst congestion problems earlier this year. The railroad is double tracking 53 miles on that line this year, and plans to expand local switching capacity in Tucson, Ariz.; Phoenix and El Paso, Texas, Wilson said. UP also plans to add sidings to its east-west corridor through Iowa, he said.

The railroads also are negotiating to use latent capacity on both networks to create a directional-running system between St. Louis and Chicago, with both carriers northbound trains using BNSF's lines and southbound trains on UP's tracks, Bredenberg said.

NRHS Grants 2004

Railway Heritage Grants totaling \$32,000 were awarded July 2, 2004, by the National Railway Historical Society. Nine were awarded to NRHS chapters and eleven to non-NRHS groups. The organizations and grant amounts are listed below.

ATLANTA CHAPTER, NRHS, Duluth, Ga. - \$2,000 towards the restoration and recertification of the Georgia Power No. 97 steam engine.

CALIFORNIA TROLLEY AND RAILROAD CORP., San Jose, Calif. - \$1,000 for rewinding a 1920 armature to be used on a trolley car.

CENTRAL NEW YORK MODEL RAILROAD CLUB & HISTORICAL SOCIETY, INC., Elbridge, N. Y. - \$1,000 towards the cosmetic restoration of Skaneateles Junction station.

CAPE COD CHAPTER, NRHS, West Barnstable, Mass. - \$1,000 toward the exterior restoration of the local railroad station.

COLORADO RAILROAD MUSEUM, Golden, Colo. - \$1,500 toward the restoration of Galloping Goose railbus No. 2.

DANBURY RAILWAY MUSEUM, Danbury, Conn. - \$1,500 for the restoration of New Haven RS11 diesel locomotive.

INLAND EMPIRE RAILWAY HISTORICAL SOCIETY (a.k.a. Inland Empire Chapter, NRHS), Spokane, Wash. - \$1,500 to catalog over 35,000 documents and memorabilia in the chapter's collection.

LAKE SUPERIOR RAILROAD MUSEUM, Duluth, Minn. - \$2,000 for the interpretation exhibit for business car "Northland."

MAINE NARROW GAUGE RAILROAD CO. & MUSEUM, Portland, Maine - \$2,000 to bring B&SR steam locomotive No. 7 into FRA compliance and return to operating service.

MINNESOTA TRANSPORTATION MUSEUM, St. Paul, Minn. - \$2,000 for the fabrication of 12 reproduction "walkover" seats for Winona No. 10 trolley car.

NATIONAL MODEL RAILROAD ASSOCIATION, INC./ KALMBACH MEMORIAL LIBRARY, Chattanooga, Tenn. - \$1,000 to preserve, catalog and provide access to the Kentlein-Porter Collection.

NEW YORK CENTRAL SYSTEM HISTORICAL SOCIETY, Erie, Pa. - \$2,000 towards the completion of photograph digitalization of over 3,000 drawings.

NORTH CAROLINA TRANSPORTATION MUSEUM FOUNDATION, Spencer, N.C. - \$2,000 towards the restoration of a GE 45-ton switcher.

OLDDOMINION CHAPTER, NRHS, Richmond, Va. - \$2,000 for replacement grates for a Porter 0-6-OT steam locomotive, for continued operation.

OLDSMOKY RAILWAY MUSEUM, INC. (a.k.a. Old Smoky Chapter, NRHS), Knoxville, Tenn. - \$1,500 for improvements to Steam Locomotive No. 154, a 2-8-0 built by Baldwin in 1890.

PADUCAH RAILROAD MUSEUM (a.k.a. Paducah Chapter, NRHS), Paducah, Ky. - \$1,000 for the cataloging, care and storage of minutes of the Brotherhood of Locomotive Fireman lodge.

ROCKHILL TROLLEY MUSEUM, Rockhill Furnace, Pa. - \$2,000 to rebuild the air system components of Johnstown Traction Trolley No. 355.

SOUTHERN OREGON CHAPTER, NRHS, Medford, Ore. - \$1,000 for the restoration of Southern Pacific MW flanger.

WATAUGA VALLEY CHAPTER, NRHS, Johnson City, Tenn. - \$2,000 to repair and restore corroded steel side sills and collision posts of car "Crescent Harbor."

YAQUINA PACIFIC RAILROAD HISTORICAL SOCIETY (a.k.a. Yaquina Pacific Chapter, NRHS), Toledo, Ore. - \$2,000 for the restoration of 1923 Southern Pacific RPO/baggage car No. 5132.

In 2004, NRHS received 53 grant applications totaling \$195,034, from 16 NRHS chapters and 36 other organizations, which covered a wide range of projects. Since 1991, NRHS has awarded 115 grants totaling \$252,880, to 61 NRHS chapters and 53 non-NRHS organizations.

Wheel Report

From Doug Nipper - Dan Norman has informed me that the Brothers Branch is now officially abandoned in the eyes of CSX. The state is supposed to reclaim all crossing protection equipment from Rte 1 and US 136. All Dan will get is the batteries, and perhaps the diodes at the starts, which I need for Foster. I find it odd that the state wants anything back, as they have left stuff on the old P&E for years and years. The relay case is still at the Fairground Rd crossing along with the case at Winter Avenue, both lines have been abandoned for several years. I guess the tracks will be coming up soon and another segment of the C&EI, however short, will be gone.

From Fred Hubbard - Last weekend (10-17) my family and I had an opportunity to visit the Lincoln train by the Whirlpool plant in Evansville. We found it a huge disappointment. The review in the

Operating Sessions

Grafton, Davis & Mt. Storm Ry.

Saturday, November 27th, 2004

Saturday, December 18th, 2004

Saturday, January 22nd, 2005

12:00 to 3:00+, 309 E. Dale Avenue, Rossville

Chicago, Illinois & Eastern Railroad

Saturday, December 4, 2004

Saturday, January 8, 2005

1:00 to 3:00+ at the Depot Museum, Rossville

Danville and Western Railroad

Saturday, January 29, 2005

1:00 to 3:00 PM at 1819 Coventry Drive, Champaign.

Indianapolis Star was enthusiastic. The review in the Evansville paper was much more realistic. The exhibit is three long box cars (former Amtrak mail or freight cars) on 4 wheel passenger style trucks. The ends are cut open so that there is a passage from car to car. The exhibit starts with a short slide show on the history of photography in Lincoln's era. Then cardstock panels are mounted at a 45% angle to the walls of the car showing various scenes from Lincoln's era to illustrate types of photography and early examples of cut and paste. An Abe impersonator was supposed to be on the scene (he wasn't). We saw him the next morning at the Drury North during breakfast.

CSX storm costs - Service disruptions from storms in the southeast cost CSX \$15 to \$25 million in revenue and added \$5 million in operation costs for cleanup. The washing out of six miles of ties and roadbed in Pensacola, FL cost the carrier \$20 million to rebuild.

New Memphis rail bridge - A second \$800,000 study is underway to construct a new bridge over the Mississippi River at

Memphis. The new structure will probably handle both rail and highway traffic. The existing interstate bridges were constructed in 1949 and 1965 and are undersized. The existing railroad bridges are the single track Frisco bridge, built in 1893, and the Harahan bridge built in 1916. The estimate cost is \$500 million of the new structure. Rail and highway traffic through the Memphis gateway has increased significantly over the past years and the area has become a major intermodal center. A new joint CSX/CN 155-acre facility is under construction that will handle 200,000 containers per year.

Chapter Video Library

Last month member Greg Grady of Champaign donated some 60 video tapes to the chapter. Like many of us he had collected a variety of tapes and decided to make room for other parts of his rail collection. What a better place but to donate to us and thus let members view at home. Last month your editor brought the three boxes of tapes to the meeting. I have produced a spreadsheet of those available, covering steam and diesel and almost every major railroad, for members to review. We have N&W, NS, Santa Fe, UP, Conrail, SP, D&RGW and many others. You should find something you have not seen.

The process will be a maximum of two tapes per month with return the following meeting. For those that borrowed last month I would appreciate their return and you may "check out" new ones this month. Our thanks go to Greg for this fine donation.

Quote of the month

University of Maryland Logistics Professor Bill DeWitt has a vision of the not-to-distant future of rail freight transportation. He says there will be two transcontinental railroads and they would be owned and operated by UPS and FedEx!
Via Traffic World.