

FIRST CLASS MAIL

"THE DANVILLE FLYER"

DANVILLE IL 61834-1013

P.O. BOX 1013

NATIONAL RAILWAY HISTORICAL SOCIETY

DANVILLE JUNCTION CHAPTER



CSX #590 passes the construction area of the "new" Lafayette Junction in Lafayette, IN at Smith St. Grading to the left is for new NS trackage. 7-28-00 photo by Rick Schroeder

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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Coming Events

September 17, 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.

September 24, 2000

Midlothian, IL - South Suburban Model Train Show at Midlothian Park District Building, 14500 S. Kostner 9-2 PM

October 8, 2000

Wheaton, IL - Great Midwest Train Show at DuPage County Fairgrounds.

October 7, 2000

Annual fall C&EI Historical Society at Watseka, Illinois. Displays and sales,

auto tour of C&EI in the afternoon, annual dinner in the depot waiting room with meeting to follow.

October 15, 2000

Kankakee, IL - Kankakee Model Railroad Club train show and swap meet, Governor Small Civic Auditorium, 895 S. 8th Avenue, 10-3 PM

Next Meeting

The next chapter meeting will be September 17 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.

This month Rick Schroeder and Bob McQuown will discuss the transfer of C&EI documents; presently stored at the museum in Rossville, to the Vermilion County Museum once their new building is completed. Stored in various locations since 1967 the documents represent the early history of the C&EI. The VCM will be moving into their new facility in December 2001 and will have facilities to preserve the paper items. The C&EI HS is considering a depository for their documents to provide a more secure place for storage and access. In the chapter's case not all

Continued on Page 6



BNSF and Canadian National call off merger plans

Call it the biggest railroad merger that wasn't.

Just six days after a U.S. appeals court upheld a federal moratorium on railroad mergers, Burlington Northern Santa Fe and Canadian National pulled the plug on their proposal to create the largest railroad in North America.

The decision was made July 20 after the boards of directors of both companies met to discuss the impact of the court ruling on their merger plans, which would have created a 50,000-mile system stretching from Halifax to Los Angeles and Vancouver to the Gulf Coast.

"CN and BNSF are both shareholder-driven organizations, and we have concluded it is not in the interests of our shareholders to assume the risks involved in waiting up to two-and-a-half years for a decision on our transaction by the regulator in the United States," CN President and Chief Executive Officer Paul M. Tellier and BNSF Chairman CEO Robert D. Krebs said in a joint statement.

The 15-month merger moratorium imposed by the U.S. Surface Transportation Board in March meant that the companies could not file their common control application until June 2001 at the earliest. Regulatory review would have taken more than an additional year. The combined delays, coupled with the all-stock nature of the merger proposal, doomed the plan for a single railroad to span the continent.

"We had looked forward to creating a company that could have been the leader in every aspect of the rail industry," Tellier said. "But the delay and uncertainty caused by the STB's moratorium and proposed rule making made it impossible for

us to continue with our combination efforts."

"It is with regret that we give up on our efforts to create North American Railways," Krebs said. "The service we would have provided our customers across a 50,000-mile network would have been unparalleled, and the US\$800 million (C\$1.2 billion) per year of synergies we identified as we prepared our combination case could have provided significant benefits to both companies."

BNSF and CN plan to tap into some of those benefits, however, by forging a closer relationship between the railroads. "CN and BNSF intend to continue to strengthen the ties that have been established between the two companies, and to capture, to the extent that they can be realized by separate entities, the improvements and efficiencies that were identified as part of the combination preparation," Tellier and Krebs said.

Such an alliance, similar to the one that exists between CN and Kansas City Southern to forward traffic to and from Mexico, can fly below the regulatory radar and does not need STB approval. But it wouldn't offer the full financial and operating benefits of an outright merger.

Because the boards of both companies arrived at a mutual decision to kill the merger, no breakup penalties will be imposed.



"It is with regret that we give up on our efforts to create North American Railways,"

CN and BNSF stunned the railroad world when they announced their blockbuster combination on December 20, 1999. Once the shock wore off, the

deal ran into opposition from other railroads, some shippers, and government officials in Washington and Ottawa.



players—Union Pacific, Canadian Pacific, CSX, and Norfolk Southern—ultimately leading to the creation of just two "go-everywhere" megasystems. That pros-

The combination was likely to produce defensive mergers among the remaining big

pect prompted the STB in March to hold four days of hearings on the future of consolidation in the railroad industry.

On March 17—just three days before BNSF and CN were to file their merger plans with the board—the STB imposed its 15-month merger moratorium, effectively halting the BNSF-CN combination. BNSF and CN appealed the ruling, but lost on July 14 when the federal appeals court ruled that the STB did not exceed its authority by imposing the moratorium.

The STB argued that its existing merger rules were outdated and inadequate to deal with the final wave of consolidation in the industry. It is currently rewriting its rules governing how mergers are reviewed.

TRAINS On-Line 7/21/00

Report says Chicago-St. Louis high-speed corridor would be safe

Although communities along a proposed high-speed rail corridor between Chicago and St. Louis are concerned about the increased potential for grade-crossing accidents, the plan would actually reduce collisions between trains and vehicles, according to a recently completed study.

Nearly 30 percent of crossings would be closed, the right-of-way would be fenced, and other safety measures undertaken at remaining grade crossings should reduce vehicle and pedestrian accidents by up to 18 percent, according to the report by the Illinois Department of Transportation.

Faster Amtrak service on the 280-mile corridor also would lure hundreds of thousands of drivers out of their cars, the Chicago Sun Times reported. The four-year study paves the way for a series of public hearings this summer and, before the end of the year, a final recommendation on the exact route that should be used within the corridor.

To keep open as many public grade crossings as possible, the study recommends top train speeds of 110 mph along most of the route, down from 125 mph in a 1994

study. About 30 miles between Lincoln, Ill., and Springfield would be reserved for 125-mph running. By late 2002, at least part of the route should have trains traveling 110 mph; they now travel at 79 mph.

“This report bears out what we’ve been saying for five years: that high-speed rail makes good environmental, business and transportation sense for Illinois,” said Kevin Brubaker, high-speed rail manager at the Chicago-based Environmental Law & Policy Center.

The study reaffirmed that the only viable route between Dwight, Ill., and St. Louis is the existing corridor used by Amtrak. It’s the former GM&O, later Illinois Central and now owned by Union Pacific, which operates only a couple of daily freights on the line.

The study made no recommendation, however, on three possible routes between Chicago and Dwight:

- The present Amtrak route on the Metra Heritage Corridor/Illinois Central line north from Joliet through Lockport, Lemont, and Summit.
- The Metra Rock Island line from Joliet through New Lenox, Tinley Park, and Blue Island.
- A route employing the wide Metra Electric-Illinois Central corridor, which is grade-separated for 30 miles from Chicago south to University Park. Northward, this route option would leave the Union Pacific corridor at Dwight, go east along a single-track Norfolk Southern freight line to Kankakee, joining Illinois Central there to go north, past the proposed third airport site near Peotone, to the Metra Electric District at University Park.

High-speed trains would cut two hours off the 5.5-hour trip, and service would increase from three to eight daily round trips, the study says. The cost of a one-way trip initially would not exceed \$65. Ridership would grow from 271,000 annual trips to almost 1.3 million, the study estimated.

[TRAINS On-Line - 7/26/00](#)



On July 29 a group from the Internet news group Illiana Rail List visited the Lafayette, Indiana relocation project. Chapter members Doug Nipper, center, and Walt Basalt, right along with member Bob Gillippi were part of the group. They are seen here posing on the 80-foot fill at Route 52 with Staley's in the background. Photo by Rick Schroeder

Canadian National and Canadian Pacific agree to landmark track-sharing deal

After a decade of wrangling over various ways to mesh their operations in Eastern Canada, Canadian National and Canadian Pacific agreed on July 21 to share track in Ontario and the U.S. Midwest and Northeast.

The “co-production” agreements—the first major deals of their kind between the rival Canadian carriers in the East—could be a sign of things to come for the two transcontinental systems.

One deal helps solve CP’s long-standing problem of finding a reliable and direct rail route between Toronto, the U.S. border, and Chicago. The other gives CN expanded market reach for forest products bound for the U.S.

Under the first deal, CP will use CN’s more efficient Toronto–Chicago main line, initially for two intermodal trains a day. The three-year deal allows CP to operate up to four trains a day, or 28 per week, over CN’s line between Canpa Junction in West Toronto, or Komoka, a junction west of London, Ont., and Chicago. CN runs about 175 trains a week over its Toronto–Chicago main. The route includes the recently con-

structed, full-clearance St. Clair River tunnel between Port Huron, Mich., and Sarnia, Ont. Of note with this plan for increased traffic is that CN has been converting much of the route from double track to single track. The U.S. portion is owned by CN subsidiary Grand Trunk Western. Over the GTW, CP trains will move by haulage rights, with CN crews; in Canada they will operate with CP crews on trackage rights over CN.

“This co-production agreement will provide CPR with a better option for traffic to and from Chicago,” says Jacques Côté, president of Canadian Pacific Railway’s Eastern Network. “As well, it will improve traffic flows through CPR’s busy main line corridor west of Toronto.” CPR’s “Eastern Network” includes subsidiaries St. Lawrence & Hudson and Delaware & Hudson.

“We continue to have a tremendous amount of traffic growth to Chicago, and it’s heavy because we handle 80 percent of the import-export traffic at the Port of Montreal,” says Terry Liston, director of corporate services for CP’s Montreal-based Eastern Network.

CP currently operates eight daily trains via trackage rights on CSX's former Pere Marquette lines between Detroit and Chicago via Grand Rapids, a circuitous route which has been plagued by congestion and service problems associated with the breakup of Conrail. CP trains will continue to use the CSX route, but priority traffic will go via CN.

Although the CN line is shorter and faster, reliability is what CP is really after. "It's not a couple of hours that make a difference," Liston says. "You want to run a scheduled railway and leave and arrive when you say you will." That's particularly important for CP's Montreal-Chicago intermodal business, much of which is tied to ship schedules at Montreal.

Since the June 1999 breakup of Conrail between CSX and Norfolk Southern, CP has been particularly frustrated with its inability to provide consistent service between Detroit and Chicago. To get around the congestion on CSX, CP has used a number of detours. It runs one train a day between Buffalo, N.Y., and Chicago via CSX's ex-Conrail and former B&O main lines; plus at least three trains a week on the CN line via the St. Clair Tunnel. CP also has resorted to taking the round-about "over the lakes" route, going Toronto-Chicago via Winnipeg and the Twin Cities.

Ironically, in exchange for its support of the Conrail breakup, CP was granted haulage rights on Norfolk Southern's former Conrail line between Detroit and Chicago via Kalamazoo—but CP has never exercised those rights. CP says the agreement proved to be unworkable. One of the stumbling blocks there was CPR's inability to reach a suitable deal with Amtrak, which owns the line between Kalamazoo and Porter, Ind., and wanted CP to fund improvements such as longer passing sidings. In 1996, CP sought to gain additional Detroit-Chicago capacity, so it knocked on NS's door and inquired about running Detroit-Fort Wayne, Ind.-Chicago. NS's reply: Sorry, our railroad's full.

CP anticipates using its trackage- and haulage-rights over CN within a couple of months, once technical details are worked out regarding connections and schedules, among other things.

The other half of the co-production agreement is a five-year deal giving CN access to CP's Delaware & Hudson routes between Quebec and the U.S. Northeast, bringing a fourth major carrier to many markets.

"CN's use of CPR's Northeast network gives CN direct and quicker access to key U.S. markets for Quebec- and Atlantic Canada-produced forest products and important interchange connections," says Keith Heller, senior vice president of CN's Eastern Canada division.

Within a couple of months, CP will begin hauling CN forest product traffic to distribution centers in New York City, Albany, N.Y., Philadelphia, and Scranton, Pa. CP also will interchange CN traffic with CSX in the Albany area and with NS in Pennsylvania, as well as with the New York & Atlantic Railroad at Fresh Pond, N.Y., on Long Island. CN will hand CP about 15,000 forest product loads annually, or about 40 cars per day, at CP's St. Luc Yard in Montreal.

"This is a bid to get more trucks out of the long haul from the woods of New Brunswick and Quebec to the Northeast," Liston says. Some 60,000 truck trips a year will be converted to rail, the railways project.

Although the main objective is to capture business off the highway, the deal means a day will be shaved off the transit time of CN forest product traffic that does move by rail today. And car cycle times (the time it takes for a loaded car to return empty) will improve by nearly three days, Liston says.

CN expects to earn \$30 million annually as a result of the co-production agreement. For CP, the deal will push the D&H higher into profitability. The long-struggling D&H, acquired by CP in 1991, was a break-even operation just prior to the Conrail breakup. "We're not in the hole with the D&H," Liston says. "We're in the black, but not tremendously in the black."

The deal with CN is a blessing for the D&H, Liston says, because "it's additional traffic without much additional expense." The CN traffic will run in regular D&H trains, rather than in unit trains.

The July 21 agreements come seven

months after the railways began directional running over each other's lines in British Columbia. That agreement covers movements over 155 miles in the Thompson and Fraser River Canyons, west of Kamloops. Westbound CN and CP trains, plus VIA Rail Canada's Canadian, travel on CN's gently graded main line between Basque/Nepa and Matsqui/Mission, east of Vancouver, while all eastbounds travel between these stations over CP's main. Earlier this year, CP and CN also reached agreements to consolidate track in Winnipeg, Edmonton, Ottawa, and Toronto.

CN President and Chief Executive Officer Paul M. Tellier and CPR President and CEO Robert J. Ritchie said the two railways are exploring other potential co-production ventures to maximize the use of existing rail infrastructure and improve customer service.

Since the 1990's, the railways have sought—and fought over how—to maximize traffic density in eastern Canada, where competition with trucks is fierce. In 1990, CN and CP began talks about combining operations on a single route between Montreal and Toronto. A year later, then-CP Limited Chairman William Stinson said Canada wasn't big enough for two competing railway systems, especially east of Winnipeg. By 1994, the railways had proposed creating a single company to operate lines east of Winnipeg. But that fell through, prompting CN to try to buy CP's assets in the east, and CP to later try to purchase CN's eastern routes. Both proposals died. Without the prospect of shared operations, CP in 1995 created the St. Lawrence & Hudson to rationalize its eastern network. Since then, CP has shed half its mileage in the region, mainly by spinning off lines to short line and regional operators.

TRAINS On-Line - 7/26/00



The Postal Train leaves Lafayette, Indiana on July 27 after a two-day stop in Monon. The train is on its way to Bloomington via Indianapolis for display in another Hoosier city. Photo by C. Combs of WVP

Frisco 4-8-2 No. 1522 to power Amtrak excursion train this fall

The St. Louis Steam Train Association's former Frisco 4-8-2 No. 1522 will head a pair of St. Louis-Hannibal (Mo.) excursions using Amtrak equipment this fall, the first time in more than two decades that a steam locomotive will power an Amtrak special.

The **September 30** and **October 1** excursions are a coup for the trip's sponsor, **St. Louis Chapter of the National Railway Historical Society, and the SLSTA**, and could open the door to further mainline steam action involving Amtrak.

The chapter approached Amtrak with an all-or-none excursion proposal, says Rick Sprung, its vice president-trip director. The group wanted a trip behind steam, or no trip at all, he explained. "It was just a whim, and we tried it," he says.

The 276-mile round trip over Burlington Northern Santa Fe's former Chicago, Burlington & Quincy line along the Mississippi River—including a jaunt from Hannibal north to West Quincy, Mo., where the train will be turned—is the first time a steam locomotive will haul a chartered train using Amtrak equipment. Amtrak has previously operated excursions

on this route for St. Louis organizations, but they utilized Amtrak diesels.

In 1977, Amtrak sponsored the transcontinental excursion of the American Freedom Train behind ex-Southern Pacific Daylight 4-8-4 No. 4449, to return the locomotive to its home base of Portland, Ore. But that was not an excursion in the traditional sense, rather a series of one-way trip segments with a public ticket sale. (The 4449 even carried "Amtrak" sublettering!). Neither were the January 1985 regularly scheduled runs of Amtrak's Cardinal in West Virginia on CSX behind Ross Rowland's former Chesapeake & Ohio 4-8-4 No. 614, then numbered 614T for purposes of testing coal fuel. Amtrak has, of course, run hundreds charter trips over the years using its own locomotives and passenger cars.

SLSTA's Jeff Schmid, a licensed BNSF engineer, says he's thrilled that the 1522, fresh off a flawless trip to, and appearance at, Galesburg (Ill.) Railroad Days in June, will get to strut her stuff along the Mississippi with an Amtrak consist.

Before that could happen, though, Amtrak officials had to inspect the locomotive and its cars, which includes a water car, tool car, and souvenir car. Amtrak certified the locomotive and support train in July, a move that allows the 1522 to serve as motive power for an Amtrak train.

Does this mean the 1522—and perhaps other steam locomotives that pass Amtrak muster—could roam more freely in an era

of dwindling mainline steam excursions?

Amtrak officials who handle charter trains were either on vacation or busy attending to special moves being made for the Republican National Convention, and were unavailable to comment. But Amtrak spokesman Cliff Black says the railroad will consider proposals, and has no specific opposition to steam.

"We'll do anything that's feasible, where there's equipment available, and where it makes commercial sense to us," Black says.

Charter trips, whether steam- or diesel-powered, improve the railroad's visibility with the public and earn revenue, Black points out. And with Amtrak facing a looming congressional deadline for operational self-sufficiency by 2003, the railroad needs all the revenue it can get.

All this bodes well for steam, as well as for the NRHS annual national convention in 2001, which will be hosted by the St. Louis chapter next June. Only time will tell whether Amtrak's need for cash, and steam locomotive operators' need for places to run, will jell into further excursion opportunities.

For now, though, steam enthusiasts can relish the opportunity to ride behind the Frisco Mountain type, built in 1926 by Baldwin Locomotive Works. On September 30 and October 1, the 1522 will pull its support consist, five Amtrak Horizon coaches, an Amcafe, a full-length dome car, and three private cars to Hannibal, the boyhood home of Mark Twain. The "Hannibal Zephyr," offering tickets in coach, lounge, and dome seat classes, will depart St. Louis at 8 a.m., and return at 8 p.m. each day.

For trip and ticket information, click on www.stlouisnrhs.org, or call the chapter at (314) 839-2356.

TRAINS On-Line, Bill Stephens 8/2/00

Next Meeting, continued from Page 1

items would be moved but selected material would be reviewed, catalogued and moved to safe storage for restoration and preservation. A decision will not be made at this meeting but the idea will be discussed for membership comment.

New Members - We welcome **Bob Bauer**, 2592 Rue Bienville, Danville, IL 217-446-1804. Bob is the Production Manager for Consumers Water Company in Danville. He is a CNW fan and "yellow" will continue on the layout after Andre left for the south. Our second new member this month is **Scott Reed**, 1411 Golf Terrace in Danville. Scott is director at Sunset Funeral Home and an avid HO model railroader plus produces some parts for AccuRail rack cars. Both Bob and Scott don't have a layout started at home yet and we look forward to more modeling sessions at Rossville.

Rick Schroeder will present this month's program. In August Rick traveled by air to San Francisco for a private car ride back to Chicago. Tony Marchiando's *CIMARRON RIVER* was added to the California Zephyr consist for the ride to Chicago. A similar trip was made from Chicago to Oakland three years ago. This time the reverse trip was made. Also on the trip were chapter members Brian Higgins and Randy Rippy. This time the program will be a video of the fantastic ride over Donner Pass, Soldier Summit, through Glenwood and Gore Canyon's and through the Moffitt Tunnel. Even the failure of Amtrak in Iowa will be featured.

Next month we will feature a recent European trip by member Bob McQuown.



Danville Memories

I had planned to journey back to Lafayette for this week's post; however, I received an e-mail from Allen Cooke of Danville and it jogged my memory about a trip three of us Purdue students took to photograph the C & E I. After digging out those pictures I decided to stay at Danville for another week.

I mentioned to my friends that I had never been to the C & E I Shops so one Sunday we drove to Danville arriving there about noon. To our surprise the shops was almost deserted, but we were able to get permission to look around as long as we didn't go in any buildings. That was ok since there was plenty to photograph.

The locomotives that we were able to photograph were spotted on a ready track with no obstructions. As I recall, the C & E I was almost an all EMD railroad. In my files I have pictures of black GP's with white stripes, numbers on the sides, and the Railroad's logo on the cab. The F's and E's were painted a dark blue with a yellow logo on the nose and yellow Chicago and Eastern Illinois lettering on the sides. I have seen pictures of cab units having a broad yellow stripe on the nose and along the sides, but those were not present this day.

As we moved about we discovered a wreck train with steam up in the 90/100 Ton crane in readiness for any mishap. The cars in the train were cast-offs of interest. Next to the crane was a tender mounted on a flat car. (Why the railroad chose to do this rather than leave the tender on its original trucks is still a mystery to me, but I also have pictures of Wabash tenders mounted on flat cars for work train service). The M of W department must have raided the rip track if the passenger department for the next two flat cars had 4-wheel passenger car trucks under them; the second with half of an old wooden baggage car mounted on the rear portion of the flat.

Nearby was the usual string of cabooses; built, as they should be with cupolas. In another area of shops complex was a mix of old heavyweight and streamlined passenger cars; the former saved for possible

use in work train service; the latter awaiting repairs or more likely not needed for the shrinking passenger fleet.

Since evening was approaching we headed over to the C & E I's beautiful passenger depot. The combined Hummingbird / Georgian train was due

Southbound at 5:54 PM, and the northbound from Evansville due at 4:43 PM arrived within minutes of the name train's departure. The engineer of the northbound invited us up into the cab while the train was being serviced. When asked by my friend if he missed steam, he in no uncertain terms said that he did not! Then he explained that on steam he roasted in the summer and froze in the winter and said he wouldn't trade that for his comfortable Diesel cab.

Motive power for the two passenger trains was E-7's, E-8's, and an F unit. Power for a freight train that followed was three F units. Unfortunately we did not stick around to photograph the RDC due at 7:13 southbound as the Meadowlark.

As we were taking pictures, further evidence of shrinking passenger service was the track being ripped up at the adjacent platforms. Ten passenger trains were scheduled to stop at Danville in the January 26, 1956 timetable. Eighteen trains were scheduled in the June 1941 Official Guide. Four trains to/from St. Louis; two trains to/from southern Illinois; and twelve trains to/from Evansville - plus a handful of locals and mixed trains. A bonus awaited us as we were leaving Danville. When we passed by the Illinois Power and Light plant someone sighted a B + B ex-Illinois Terminal box cab freight motor. Evidently the power company was using it to switch coal cars in and out of the plant; for the Illinois Terminal had been abandoned to Champaign by this time.

Unfortunately I never did get to ride on the C & E I; however my mother and sister took the train from Danville to Augusta, Georgia to visit my other sister, changing to the Georgia Railroad at Atlanta. From their praise, I realized that those C & E I trains were really first class.

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

Wheel Report

Metra trains bump in Chicago Union Station - Four passengers suffered minor injuries in a low speed collision of two Metra commuter trains at 5 p.m. July 21 in Chicago Union Station. The F40 locomotive of an outbound SouthWest Service train bound for Orland Park struck the leading cab-control car of an inbound BNSF line train from Aurora at a switch on the station's track "throat." The combined speed of both trains was only about 10 mph, according to a Chicago Tribune report. No rolling stock derailed. Authorities could not immediately determine which train, if either ran a signal, or if signals were operating properly. The incident effectively took several station tracks out of service for several hours, delaying many other Metra commuter trains and a half-dozen or more Amtrak intercity trains. *Via TRAINS On-Line, 7/26/00*

Media Blooper Quotes of the Week, via TRAINS On-Line

"The 614 weighs 890,000 lbs., and generates power by burning coal and dumping water on the embers to generate steam to power the pistons."—From an Associated Press story carried in the Port Jervis, N. Y., weekly newspaper, *The Gazette*, and pointed out by NewsWire reader Carl Byron. The former Chesapeake & Ohio 4-8-4 headed a series of excursions to Port Jervis in the late 1990's, but never did so with such a novel method of propulsion. Perhaps on such a steam locomotive the fireman is called the firefighter.

"A guard rail on the front of the train's engine shoved him off the tracks to safety, officials believe."—From a July 28 report in the Des Moines (Iowa) Register about a man who survived after falling asleep on Burlington Northern Santa Fe tracks in Knoxville, Iowa. If anyone spots a BNSF locomotive sporting a guardrail, let us know.

Kankakee Station—The City of Kankakee purchased the former Illinois Central depot from the railroad some year's back. After several failed businesses the city has moved Amtrak to the south end of the building and the City of Kankakee Community Development Agency occupies

the rest of the first floor. The Kankakee Municipal Utility office is on the second floor and the Kankakee Model Railroad Club has their HO layout and museum on the rest of the second floor. Each year we have visitors from the KMR to the museum. If you are in the area be sure to stop and see if they are open. Hours are not known at this time but may be posted at the depot (*Part via The Spike and Tie*)

Norfolk Southern—the railroad will acquire 25 additional dash 9-40CW's in the second half of 2000 from GE for a total of 165 units. In late June NS had locomotives, parts, tools and equipment for sale at Altoona and Hollidaysburg, PA. Included was ex-Conrail E8A 1000 which sold for \$185,000 to Bennett Levin of Juniata Terminal Railroad in Philadelphia. Some SW1001 went for an average of \$120,000 and two SW1500 brought \$102,000 each. There were a number of bad order GE's and they brought as little as \$8,000 each. (Via Lake Shore Timetable)

Chicago and Eastern Illinois models—For you C&EI fans, and modelers, Athern will have their URSA 2-8-2 available in C&EI this September. Walther's has a set of 6 ribbed PS2 hoppers in C&EI. The C&EI Historical Society and the Calumet Division of the NMRA are selling a four-numbered 3-bay hopper cars (*see Page 9*) starting in September. The cars are \$12.95 per kit with shipping to be \$3.20 per car for first three cars. Cars can be ordered from the Calumet Division of NMRA and C&EIRHS. We will have the address for ordering in the next issue.

From Richard Short—"Hello Rick, I just got off the phone with the new Road Foreman of Engines in Danville. On the first of September train Q645 will be cut back to two days a week. All the cut off engines will be sent to Chicago as per the B & O. More trains will be rerouted."

NS system maps are available now. Need a system map for your office? How about one for your customers? These wall-size, full-color maps illustrate the entire NS system and highlight major connections. The reverse features an index and lists Sales and Marketing contacts.

To order, please specify the quantity desired, the name and complete address of

the recipient in an e-mail to Gwen Staton at glstaton@nscorp.com, or MEMO address GLSTATON. Orders also can be placed by regular mail: Gwen Staton, NS Public Relations, Three Commercial Place, Norfolk, Va. 23510-9224, or by fax: (micro-wave) 629-2707 or (757) 629-2707.

NS heroics: Second baseman gets second chance

In late May, engineer Jody Fortner of Decatur, Ill., saved 5-year-old Chad Keirl from drowning in nearby Big Creek. The rescue was re-enacted and filmed this week at the same location for the show "It's a Miracle," which will air on the PAX Network in late September or early October.

Keirl, his older brother Ryan and their uncle, Les West, were fishing when disaster struck. Chad lost his balance, slipped and fell down the moss-covered embankment into the creek. West was unable to get Chad out of the water because the boy kept pushing his uncle under while frantically fighting to get to the surface.

Fortner was driving down a road he usually doesn't take when he noticed 9-year-old Ryan running toward his truck crying, "My brother is drowning!" Fortner immediately stopped and jumped into the creek. While coming up for air after his first search, he felt Chad with his foot. "It was probably the luckiest thing I've ever done," said Fortner. "I got him on the first try."

Two other witnesses successfully resuscitated him. Two days after a two-day hospital stay, Chad returned to the baseball diamond. He got a second chance to play second base for Mt. Zion Youth Baseball, in the same league in which Fortner coaches.

Both items via *NS Internet News*.

New C&EI Book - The C&EI book is in the hands of the publisher and is expected to be released in January or February 2001. It will be the standard Morning Sun Books format, 128 pages and about 250 color photos. I submitted about 22,000 words of text. Also, I am indebted to Chuck Kratz for his proof of the initial draft and the many helpful suggestions he made regarding my approach to documenting the history

of the C&EI. Many fine photographers (Bob M and Rick S. among them) shared their C&EI slide collections with me. I am equally indebted to them.

Sixty percent of the book will cover scenes along the line. As you may expect the vast majority of the material I collected was from Danville north, but I don't expect that to hurt the quality of the book. The remaining 40% will review the diesel fleet and rolling stock. The publisher believes the market would not support a 128-page color guide, so we included the roster material in the book. The diesel fleet is well represented.

Personally, I am pleased that I had the opportunity to do this book. C&EI has always been an interest of mine; this is just what I needed to act upon my interest. I have also met many fine people as a result. I look forward to seeing the final product as much as you do! *From Ed DeRouin*

Vermilion County Stations

How many railroad stations are still standing in Vermilion County? You may be surprised to know that several are still around in various capacities today. The summer issue of The Heritage of Vermilion County, the quarterly publication of the Vermilion County Historical Society, featured a photo spread in this latest issue.

Topping the list, as far as we are concerned, is the Rossville station of the former C&EI. The publication includes a nice description of the depot and contents. Other featured are the former Illinois Terminal depot in Fithian, closed in April 26, 1952, The New York Central station in Westville, moved in 1952 to become a home, the C&EI Bismarck depot located in the city park south of the village and the former pride and joy of the C&EI, the Danville Station.

A local contractor for storage uses a portion of the Danville station. The former Dixie Restaurant and the baggage room have been removed leaving only the 192-

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New CN/IC Train Symbols

By Jon Roma

A friend at CN has passed along some information on the new CN-style train symbols that will hit the Illinois Central when IC's operation gets integrated into CN's car and train management computer system on September 1. I've slightly reformatted and edited the text for readability.

The symbol's first initial designates the type of service provided by the train. The most common will be:

- A - regional through freight service (400-series trains)
- B - potash trains
- C - coal trains
- G - grain trains
- L - local freights (500 series)
- M - manifest long distance through freights (300 series)
- O - OCS trains
- P - passenger trains
- Q - intermodal service (100 series)
- R - roadswitchers (used on IC only)
- X - very special extras (passenger specials)

The following three numbers are the train number. That's what most people currently use when referring to a train on the radio on the GTW or CN. The next number is the origin division number. This is a bit confusing in Canada, because the numbers refer to districts which existed about three reorganizations ago. Down in IC land, "6" refers to a Midwest Division origin; "7" refers to a Gulf Division origin. The final number refers to the section of the train being run. Most times it is a "1". If two sections of a train are run, one train will be the "regular" train, designated "1", and the other will either be an advance section, designated "0" or second section, designated "2".

Therefore, putting it all together:

M32461 means manifest train 325, origin Midwest Division, regular section. Change that final "1" to "0" and you have "Advance" train 324; change that final "1" to "2" and you have "Second" train 324.

If there is a need for extras, either they will be symbolled as advance or second sections of an existing regular schedule, or they will make up a schedule, usually using the "L" symbol and a three digit number suitable to the service to be provided.

Grain trains will be numbered in the 800 series, coal trains in the 700 series, and potash in both low 700 and high 300 series. The full symbol for a grain train will read along the lines of "G8xx61-date"; coal trains "C7xx61-date"; and potash "B7xx61-date" or "B3xx61-date".

Now for some old and new symbols. Here's the regularly-scheduled intermodal and manifest service to and from Chicago taking effect on September 1, 2000:

North- or westbound

CN Id	IC Id	Freq					
Q18161	I11	Daily	Markham	0730	Freeport	1530	
Q19161	I04	Daily	Champaign	0335	Chicago	IM	0630
Q19371	I02	Daily	Champaign	0615	Chicago	IM	0915
M31161	CPGL	Daily	Champaign	1830	Markham	2130	Glenn 2359
M31361	CPCH	Daily	Champaign	0600	Markham	1100	
M32571	MEGL	Daily	Champaign	0900	Markham	1640	Glenn 2000
M32771	JACH	Daily	Champaign	2130	Markham	0430	
M33761	CHWL	Daily	Markham	1201	Freeport	2145	

South- or eastbound

- Q18061 I12 Daily Freeport 1345 Markham 2100
- Q18461 I05 ex. Sun Chic. IM 0015 Champaign 0335
Sun Chic. IM 0045 Champaign 0405
- Q19261 I03 ex Su, Mo Chic. IM 0300 Champaign 0550
- Q19461 I01 Daily Chic. IM 1815 Champaign 2105
- M30861 CHME Daily Markham 2200 Champaign 0145
- M32261 GLCE Daily Glenn 1230 Champaign 1745
- M32461 GLME Daily Glenn 0830 Markham 1330 Champaign 1930
- M33861 WLCH Daily Freeport 0500 Markham 1300
- M34861 CHCP ex. Mon Markham 0500 Champaign 1030 Markham 1600
Kankakee
- R96061 RKA01 Ex Sun 0830 to Matteson & Otto and return
- R96161 RKA02 Ex Sat 2130 working between Manteno and Otto
- R96261 RKA03 as req 2300 working between Matteson and Gilman
Gilman
- L55261 LGICL Tu/Th/Sa 0900 to Clinton & return
- L55361 LGICP M/W/F 0930 to Champaign & return
- L55961 LGILH ex Sun 2000 to Lehigh & Champaign & return
- R95561 RGI01 ex Sun 2000 to Kankakee & Thawville & return
Clinton
- R90561 RCL01 as req 1930 to Mt Pulaski & Heyworth & return
Mount Pulaski
- L56361 LMPFA M/W/F 0900 to Cockrell & return
Tu/Th/Sa 0900 to Farmersville & return
- L56461 LMPPE ex Sun 1600 to Peoria & return
- R98261 RMP02 ex Sun 1800 to Clinton, Heyworth & return

County Stations - Continued from Page 8

seat waiting room and now closed walkways to serve the company.

Additional stations in the county, featured in previous issues, are the former C&EI station in Westville, now used as a meeting room and museum along with a caboose and the former NKP depot in Rankin, now used as village offices.

All of the depots, except the Bismarck and Fithian depot, are in some type of use today. Hopefully all will be preserved as a reminder of the past.

Former C&O 4-8-4 No. 614 Remains For Sale

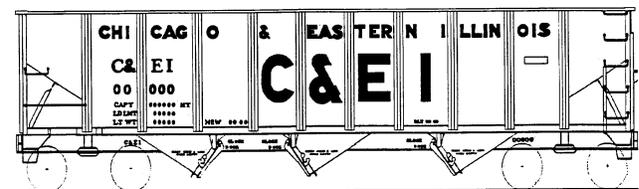
A July 15 auction of former Chesapeake & Ohio 4-8-4, No. 614 failed to yield an acceptable bid, so the auctioneer this week is trying to find a buyer from a handful of interested parties.

The auction, held at New Jersey Transit's Meadows Maintenance Facility, attracted a top bid of \$200,000 from Andy Muller, owner of Pennsylvania Reading Blue Mountain & Northern, a Pennsylvania short line company.

That was deemed "way too low" by 614 owner, Ross Rowland, who was hoping the 1918 Lima

Locomotive Works product would fetch more than \$1 million.

The locomotive headed a series of Hoboken, N.J. to Port Jervis, N.Y., excursions over NJ Transit in the late 1990's under the Iron Horse Enterprises banner. When that excursion market ran dry, the engine was put on the auction block. Rowland is now heading diesel-powered excursion operations on the Pacific Wilderness Railway on Vancouver Island, British Columbia.



Heavy rains at auction time prevented several bidders from arriving while the auction was in progress. The storm also knocked out telephone service, making it impossible for bids to be received via telephone. So this week, D.F. Barhhardt, the auctioneer, is trying to arrange a purchase by contacting several potential buyers. If that effort isn't successful, a second auction may be held.

Via Dayton Ties & Tracks

December 1978

The D&RGW has proposed to discontinue the famous *Rio Grande Zephyr* west of Grand Junction, Colorado effective January 31, 1979. The Rock Island *Rocket* was to discontinue the run to Peoria and Rock Island on November 19 but the BLE got a continuance and the trains will run into 1979

Seem like a long time ago doesn't it. From December 1987 *Passenger Train Journal*

Wisconsin & Southern

As a result of revised tariffs designed to capture more long haul business Wisconsin and Southern Railroad found itself in the position of having more business that it could comfortably handle early this summer. According to WSOR President Bill Gardner, the budget called for a 12.4 percent increase in revenue this year. Instead, revenue is up around 25 percent. To cope with the increased business, WSOR has leased three SD-45's from Wisconsin Central in late July for use on the Janesville-Chicago line. WSOR was already operating three other leased SD40-2 units in addition to its own motive power on the line.

Wisconsin Chapter newsletter