

FIRST CLASS MAIL

"THE DANVILLE FLYER"

DANVILLE IL 61834-1013

P.O. BOX 1013

NATIONAL RAILWAY HISTORICAL SOCIETY

## DANVILLE JUNCTION CHAPTER



A UP train rounds the curve at the Glen Ellyn, IL depot on the former C&NW line west of Chicago in the outer suburbs. 1999 photo by Edward Cooke.

# 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 Conrail, in Danville, IL, with lunch beginning at 1:00 PM Central Time followed by meeting and program.

## OFFICERS FOR 1999 - Our 31th Year

PRESIDENT: Larry Prosser

SECRETARY: Dave Sherrill

NATIONAL DIRECTOR: R. M. Schroeder

MUSEUM DIRECTOR: Robert Gallippi

EDITOR: Richard M. Schroeder - Rickschro@aol.com

P.O. Box 1013

Danville, IL. 61834-1013

MEMBER: Illinois State Historical Society - Illinois Association of Museums

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

VICE PRESIDENT: Jesse E. Bennett

TREASURER: Allen Cooke

PROGRAM CHAIRMAN: William Darner

HISTORIAN: Jesse Bennett

PUBLISHER: Allen Cooke & Doug Nipper

Cooke Business Products, Inc.

John Cooke Sr., Honorary Member

Volume 31

September 1999

Number 7

## Coming Events

### *September 19, 1999*

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 18 & 19, 1999*

Monticello, Illinois, Railfan Days with special trains and motor cars.

### *October 2, 1999*

Watska, IL - C&EIH Fall Homecoming, 10-12, displays, 1-5, tour of St. Anne, KB&S, Woodland Jct. and back to Watska, Dinner from 6-7:30 (\$10.00), business meeting and slides.

### *October 17, 1999*

Kankakee, IL — Train show and swap

meet at Governor Small Civic Auditorium, 895 S. 8<sup>th</sup> Avenue, 10 — 3 PM

### *November 6, 1999*

Bloomington, IL — GM&O Annual meeting and show/sale. Ramada Inn East.

### *September*

Museum opens each weekend until the end of the month.

### *October 2 & 3, 1999*

Monticello, IL - 100th Anniversary of the Wabash Depot, Special trains, displays, dinner, contact the MRM for reservations and details.



## Next Meeting

The next chapter meeting will be Sunday, September 19 at the Pizza Inn on the corner of Williams and Gilbert Street. This is the first time for our meeting to be adjacent to CSX and not Conrail. Not much difference though, the y only run trains at night to Hillary yard.

Public attendance at the museum this year has been about average. However, we have lacked attendance by members helping to keep the museum open. We had a few Saturday's that we were closed. A couple of weekends remain until the end of the month and your help would be appreciated.

We recently received three photos from a chapter in Florida. The editor is involved in a local historical society and during their move to a new location they found some photos that were of the Danville

area. One is of interest to us, the C&EI freight house taken about 1900. Only a portion is shown and the two laborers are photographed with two clerks and the manager. The other two photos are of Collett grade school class. These will be given to the Vermilion County Museum for their files.

The program this month will be by Rick Schroeder. We will see slides of various travels this past summer covering Conrail, CSX and NS.

We welcome new member Von L. Richards II of Angola, Indiana. Von visited the museum recently and sent in one of our brochures with his membership. Welcome.

As a side note, your editor is very busy at work right now with a large number of projects. Assistance in getting some news from local areas would really help. Send your notes via e-mail, or snail

## C&EI Historical Society

On October 2, the Chicago and Eastern Illinois Railroad Historical Society will hold the Fall Homecoming at the Watseka Union Station, Watseka, Illinois. There will be displays and trading tables at the depot and the museum will be open. As usual, CSX and the UP will provide train watching adjacent to the depot.

At 1 PM an auto tour will leave the depot and head north, following the former route of the Dixie Flyer, to St. Anne. Here we will watch trains and then head southeast to the Kankakee, Beaverville and Southern facilities. The officials of the KBSR will allow us to visit their shop and photograph motive power. Remember, much of the roster is still Alco and may not be long for this area.

From the KBSR we will head south to the TP&W main and then back to Woodland Junction. We will spend an hour or so hoping for train traffic and then head back to Watseka.

Lunch will be on your own but dinner is available for \$10.00 per person. The dinner will be held in the waiting room of the

depot and will feature ham and roast beef, salad, hash brown casserole, green beans and dessert along with a beverage. Guest of the evening is Jack Stormont of Salem, Illinois, a 39 year veteran of the C&EI. After dinner we will have the business meeting and then slide show for all to enjoy.

Contact Bob McQuown for dinner reservations.

## Canadian Pacific Railway Bites into the 'Big Apple'

### *First Train Rolls into the Bronx*

NEW YORK, July 28—Canadian Pacific Railway (CPR) has connected New York City to its transcontinental freight service, reintroducing competition between freight lines into the City for the first time since 1968.

“We are honored to bring single-line transcontinental service to North America’s largest market,” announced Jacques Cote, President of CPR’s eastern network. “We are pleased that our efforts will reduce truck traffic across the Hudson River bridges, reducing highway congestion, roadway wear and tear, and air pollution, in addition to benefiting the shipping public,” Mr. Cote added.

Provided through its Northeastern subsidiary, the Delaware and Hudson Railway, this new Canadian Pacific service links New York City to CPR’s 15,000-mile network from the Atlantic to the Pacific Ocean. Trains operate south of Albany over the CSX tracks that belonged to Conrail until June 1 of this year. Carload switching service is then provided by CSX to all customers in the Bronx including those at the bustling Hunts Point Terminal.

In addition, CSX will serve carload customers in Brooklyn and Queens, and Nassau and Suffolk Counties on Long Island, by transfers every weekday on its interchange train to the New York &

Atlantic Railway. CPR also received track-age rights to serve a potential intermodal terminal at Harlem River Yard, also in the Bronx.

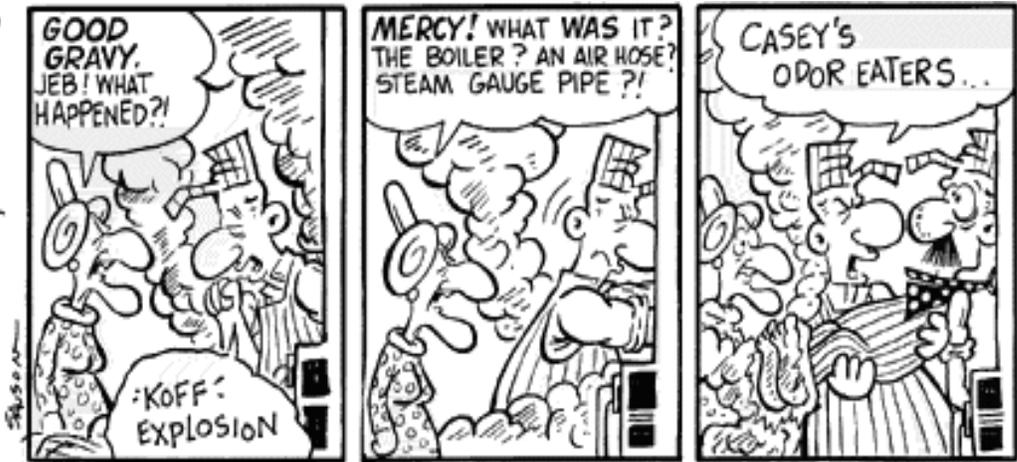
CPR’s initiating new rail service fulfills efforts by government and businesses to reintroduce competing rail freight service to New York City and Long Island. New York State Governor George Pataki, New York City Mayor Rudolph Giuliani, Senators Alfonse D’Amato and Patrick Moynihan, and Congressman Jerrold Nadler combined their efforts to give shipping customers in New York City and Long Island the same competitive choice as those in nearby northern New Jersey.

Jacques Cote said, “CPR is looking forward to serving key segments of the huge consumer market in the New York City area that have traditionally relied on rail service.” These include newsprint, lumber, flour, canned goods, frozen and fresh produce, wine and beer, rail transit equipment, plastic resins, scrap metal, and recycled paper. CPR is also studying the feasibility of launching into New York City its efficient new intermodal service called Expressway, which carries truck trailers on newly designed cars and is currently operating successfully, and with growing volumes, between Montreal and Toronto. “This summer we are extending this service beyond Toronto to Detroit, and on to Chicago,” said Mr Cote.

CPR’s subsidiary in the Northeast, the Delaware & Hudson now provides reliable and efficient weekday service between Saratoga Springs and The Bronx. The southbound train, #274, leaves Saratoga Springs at 8:00 PM and arrives in The Bronx at 03:45 AM. The northbound train, #275 departs The Bronx at 11:00 PM with arrival at Saratoga Springs scheduled for 06:45 AM.

Calgary-based Canadian Pacific Railway Company, a wholly-owned subsidiary of Canadian Pacific Limited, provides rail transportation services over a 15,000-mile network reaching the U.S. Midwest and northeast as well as most of the principal centers of Canada. It also serves key ports on the east and west coasts of North America. Its eastern network serves the Montreal to Chicago corridor as well as

# BOOM!



the key markets of New York, New Jersey and Pennsylvania. The Clifton Park, NY headquarters of the Delaware & Hudson manages northeastern operations, maintaining its tradition as North America's oldest transportation company. CPR has assets of approximately US\$5.7billion, annual revenues of approximately US\$2.3billion, and approximately 19,000 employees in the U.S., Canada, and overseas

*Via Transport News*

## **RIP, Illinois Northern**

Not so obvious among the numerous short trackage abandonments nationwide as continue to be filed by the carriers with the Surface Transportation Board was a recent petition by Burlington Northern Santa Fe to quit 5 1/2 miles of line in Chicago, north of the former AT&SF Corwith Yard, today a major intermodal facility.

The line in question was the Illinois Northern, which extended north from Corwith Tower to a connection with the former Pennsylvania (PCC&StL), Chicago Junction (an NYC property), and B&OCT at 26th Street west of Western Avenue in Chicago from 1901 through 1975, when Santa Fe absorbed it.

This line was built by Chicago & Southern in 1876. Through a series of consolidations, C&S became part of Chicago & Grand Trunk by 1880. Following the open-

ing of Dearborn Street Station in 1882, C&GT built a connection to the Chicago & Western Indiana and shifted its passenger trains to that route north of 49th Street, which made the trackage north of 49th Street superfluous to Grand Trunk.

Enter the Santa Fe, whose predecessor Chicago & St. Louis (the "Hinckley Road") obtained trackage rights over C&GT to a makeshift terminal at Western Avenue upon entering Chicago in December 1885. On July 20, 1887, Santa Fe purchased the line from 49th Street to 26th and Western, plus vacant land west of the line, the property that became Corwith Yard.

By 1891 Santa Fe had constructed (with IC) a direct line to the connection with C&WI at 21st Street to reach Dearborn Station. Now the trackage north of Corwith Tower was surplus to Santa Fe. In 1896 it was leased to Terminal Railroad, predecessor of the Indiana Harbor Belt. However, the primary customer of the line, the McCormick Works of International Harvester along the Chicago River near Western Avenue, became interested in operating it directly.

Illinois Northern was incorporated as an IH subsidiary on May 29, 1901. On August 1, 1902, IN leased 3.5 miles of the Santa Fe-owned line north of Corwith Tower for 50 years. IN connected the McCormick Works with 21 railroads, doubtless giving IH the advantage of competitive rates for its shipments of farm implements. In 1914 IN rostered seven steam engines.

By 1950 the McCormick Works was aging, IH had established manufacturing facili-

ties elsewhere, and the end of the 50-year lease was in sight. IH on February 7, 1950, sold the Illinois Northern to the Santa Fe (51 percent), Burlington Route (24 percent—IN connected with the Q at its north end), Pennsylvania (12 percent), and New York Central (12 percent). The new owners dieselized the line with five Alco S4's built in 1950-51, painted in Santa Fe-like black with silver stripes. During the 1950's International Harvester razed the McCormick Works, and much of the land remains vacant today.

Santa Fe bought out the other owners on February 5, 1975, merged IN into itself, sold off the S4's, and operated the line with yard crews from Corwith on an as-needed basis. Several industrial customers around 31st Street took tank cars and gondolas, but over time these firms closed or moved, and BNSF decided to abandon the line. This is one line that probably will not become a hiking trail, since it runs past the Cook County Criminal Court building and jail at 26th and California.

*TRAINS On-Line, Mike Blaszak (posted 8/18/99)*

## **Federal funds to help get Nickel Plate 765 back on track**

Fort Wayne Railroad Historical Society's former Nickel Plate 2-8-4 steam locomotive 765, idle for six years from its excursion career, will be the recipient of a \$348,000

historic preservation grant from the Transportation Equity Act for the 21st Century. The 400-ton Berkshire-type steam engine that once hauled meat and other perishables at high speed on the NKP's Chicago-Cleveland-Buffalo main line, has logged about 3 million miles over the years, and qualified for the funding because it is on the national historic register.

The locomotive was retired in 1958, donated to the city of Fort Wayne in 1963, and placed on display in Lawton Park (wearing another number to honor the last NKP steamer to pass through the city). In 1974, the FWRHS acquired the engine and began restoring it, and following five years of repair and reconstruction, it rolled again as 765 in 1979 and for the next 14 years, thrilling nearly 250,000 train riders as it traveled more than 60,000 miles on various routes and excursions across the eastern half of the U.S. It got as far away from "home" as New Jersey, Wisconsin, and Alabama.

By 1993, the 2-8-4 once again required overhaul, but at the time the society did not have enough money. Group President Tom Nitza said this new appropriation will pay for 80 percent of the \$435,000 restoration, which is expected to take about two years. The remaining \$87,000 will be raised through fund-raising efforts during the Society's annual open house August 27-29, he said. Over the years, two couples have exchanged wedding vows on the 765. The engine was also cast in two films, "Four Friends" and "Matewan," and Randolph said neither flick was a "box office ash."

*TRAINS On-Line, posted 8/18/99*

## **FRA calls 1998 safest rail year ever**

Federal Railroad Administration statistics show that 1998 was the safest year ever in the railroad industry in a number of areas including employee safety. Operation Lifesaver said highway-rail crossing collisions have dropped more than 46 percent in the past decade, even though both freight train and motor vehicle traffic

have increased sharply.

The total number of rail-related fatalities declined 5.2 percent and injuries fell 2.6 percent. More than 95 percent of the fatalities involved either grade crossings or trespassers—as has been true in prior years.

Employee on-duty fatalities fell to an all-time low of 27 last year, down from 37 in 1997. The employee non-fatal injury rate also declined to a new low of 3.26 per 100 full-time employees, down 0.9 percent from the previous year, although the actual number of injuries increased 1.2 percent from 8295 to 8398. The increase was attributed to a 1.8 percent rise in hours worked. Since 1990, the employee injury rate has fallen 57 percent.

Operation Lifesaver said the number of collisions fell from 6525 in 1989 to 3493 in 1998. The decline came even as freight train miles increased more than 24 percent and vehicle miles driven went up by 18 percent. The reduction was even greater over the past two decades—down 67 percent, from 1980 to 1998.

Intensive crossing safety campaigns, spearheaded by Operation Lifesaver, in cooperation with railroads, has helped make motorists aware of the need to be careful at crossings.

*TRAINS On-Line, posted 7/29/99*

## **AMTRAK and local officials celebrate new station in Washington, MO.**

**CHICAGO**—, August 14, Amtrak joined state and local officials in Washington, Mo., today as they celebrated the grand opening of the newly renovated Amtrak station at 301 W. Front St. in the riverfront community's downtown.

In addition to housing an Amtrak waiting room, the facility contains a visitor information center, art gallery and a historical interpretive center.

Joining Mayor Walter Larson of Washington and State Representative John Greisheimer at the festivities this morning were Amtrak Business Development Manager Anne McGinnis, Amtrak Train Service Manager Ted Craig and scores of local residents. The renovation of the historic station and return to its circa 1923 appearance is the culmination of years of hard work by local government, community leaders and advocacy groups. Funding for the \$500,000 project came from federal, state and local sources.

"Amtrak service is very important to Washington. We are anxious to continue our relationship with Amtrak by providing a comfortable waiting area for their passengers," said Walter Larson, Mayor of Washington. "We are looking forward to the renovated station spurring additional visitors to our community to experience the warm hospitality we're known for."

"The city of Washington's effort to renovate its station and Amtrak's commitment to provide rail passenger service to the community is another example of public and private business partnerships that are key to Amtrak's transformation into a more customer-focused, commercially viable and financially sound enterprise," said Anne McGinnis of Amtrak.

Previously, Amtrak passenger facilities in Washington consisted of a small shelter located near the new facility. In fiscal year 1998 (Oct. '97 - Sept. '98), 14,594 passengers boarded or detrained from Amtrak trains in Washington. This represents an increase of 26% from the previous fiscal year when ridership at the station was 11,548.

The new facility offers a modern, spacious waiting area, restrooms and pay phones for travelers and is accessible to the disabled. Washington is served daily by the *Ann Rutledge* operating between Kansas City - St. Louis - Chicago and the *Missouri Mules* operating daily between Kansas City and St. Louis.

Today under new leadership, Amtrak is turning the corner to become a successful business enterprise. In 1998, Amtrak passenger revenues surpassed \$1 billion for the first time ever powered by the largest

ridership increase in a decade, totaling more than 21 million customers, and the best on-time performance in 13 years. Through the second quarter of fiscal year 1999 (Oct. 1, 1998-Sept. 30, 1999), Amtrak's ridership is up 4 percent from the year before and revenue is ahead of last year's pace by 8.2 percent.

Amtrak operates passenger rail service throughout most of the United States, serving cities and towns in 45 states. While the Washington, Mo., station will not offer ticketing or baggage services, customers can call Amtrak at 1-800-USA-RAIL or see an authorized Amtrak travel agent, for details on any Amtrak service. Boarding and detraining assistance will be provided by Amtrak train crews when trains stop at the station.

*Amtrak Press Release*

## **Freight Traffic** **Mixed**

Freight traffic on U.S. railroads was mixed during the first half of 1999, with carload freight down slightly but both intermodal traffic and total volume on track to set annual records.

The numbers after the first 26 weeks of 1999 showed carload freight trailing 1998 by 0.8 percent, but intermodal running 2.4 percent ahead of 1998's record pace. Total volume was estimated at 688.7 billion ton-miles, up 1.1 percent from 1998's first 26 weeks.

Grain was up 6.2 percent for the first six months of 1999; automotive traffic registered an 8.5 percent increase from 1998; and crushed stone, gravel and sand was up 12.6 percent. "Last year at this time, carloads of agricultural products were down more than 5.5 percent, so the turnaround in that area this year is certainly welcome," said AAR Vice President Craig F. Rockey. "Plus, autos continue to be strong. Increased highway construction due to passage last year of the Transportation Efficiency Act for the 21st Century (TEA 21) helped bring about the double digit increase in crushed stone, gravel and sand."

"Nevertheless," Mr. Rockey cautioned, "until the outlook for domestic steel and

export coal improves significantly, it's going to be tough for overall rail traffic to break into the positive range." During the first half of 1999, loadings of coke, metallic ores and metals all associated with the steel industry were down 22.2 percent, 12.3 percent and 4.5 percent respectively. Coal loadings were off 2.9 percent. On Canadian railroads, carload freight was down 0.5 percent but intermodal was up 11.8 percent for the first six months of 1999. "Grain showed considerable improvement on Canadian roads during the second quarter, increasing 15.1 percent over 1998's second quarter," Mr. Rockey said, "although grain volume remained off 11.6 percent for the first six months. Automotive traffic was also strong, showing a 25.6 percent increase for the first 26 weeks of 1999.

Overall, the AAR reported combined cumulative volume for the first 26 weeks of 1999 on 19 reporting U.S. and Canadian railroads totaled 10,344,926 carloads, down 0.7 percent from last year, and 5,174,785 trailers and containers, up 3.6 percent from 1998's first 26 weeks.

*AAR Train-It 7/22/99*

## **UPS, citing delays** **again, moves more** **traffic away from** **rail**

United Parcel Service on August 22 resumed public dissatisfaction with delays on Norfolk Southern's and CSX's portions of the former Conrail system and said it intended to pull more freight off the railroads. During the previous week, delays "became significantly bad, all over again," according to UPS spokesman Norman Black. "We are very close to seeing every train on both railroads late."

UPS pulled half its freight off the former Conrail system about three weeks after NS and CSX completed their June 1 split. At that time, delays were up to 12 hours. By early August, the situation had improved. Delays were only 1 to 6 hours, so the express delivery company diverted only

about a quarter of its freight, Black said. He said delays of up to 8 hours had resumed.

Because of its on-time customer guarantees, UPS is the railroads' most service-sensitive customer. The company, which tracks on-time performance by the hour, must absorb additional overtime costs when a train is late, Black said. For example, many packages are shipped by train connect to trucks. If a train is late and the freight misses its connection, the company must send another truck later to pick it up.

Of the 11.5 million packages UPS delivers daily, 2 million moves by plane, and the rest move by truck or train, Black said. In the past, 60 to 65 Conrail trains moved UPS trailers every day.

UPS's decision comes as the railroads enter their busiest shipping season. UPS plans to keep about half of the freight handled by former Conrail on the highways, but Black said if problems persist, the company may move more. Black did concede that Conrail-territory delays don't come close to the massive gridlock experienced during Union Pacific's problems in 1997 after the UP-Southern Pacific merger. "At least the trains are moving, even if they are moving slowly," Black said.

*TRAINS On-Line, posted 8/25/99*

## **CN, IC work on** **improving their** **Chicago connection**

Lost somewhat amid the post-Conrail hoopla is the July 1 consolidation of Chicago's last home-based Class 1, Illinois Central, into Canadian National. But the merger has lasting implications for the railroad that once employed Abraham Lincoln as a lawyer and remains the employer of thousands of south suburbanites, noted the Star newspapers of Chicago's south suburbs in a story that was mostly a report but partly a eulogy to the IC.

The new system forms a giant "Y" with

Chicago the hub, and the main connection between the 15,300-mile CN and the 3370-mile IC is in south suburban Harvey, Ill., where the IC tracks, and the parallel Metra Electric suburban lines that formerly were IC property, pass over CN's Grand Trunk Western main line that links Chicago, Michigan points, and Ontario.

Construction crews have been at work for months building a new connection between the two routes, to eliminate a time-consuming back-up move now required by CN intermodal trains entering the Gateway Intermodal Center on IC property south of the connection. The new track is in the southeast quadrant of the grade separation, while the traditional connection was in the northeast quadrant, because a lightly used line of CSX's B&O Chicago Terminal parallels GTW to the south. That track is being removed through the immediate area in favor of using the GTW tracks.

A ramp connecting the ground-level CN with the IC high on the embankment is almost complete. Also, Commercial Avenue in Harvey has been closed north of 155th Street and the underpass under the IC at 154th Street is no longer a through route.

Other changes afoot include the closing of a CN locomotive repair shop in Battle Creek, Mich., and the moving of that facility's work to the IC's Woodcrest Shops in Homewood, just south of Harvey. A move to centralize the dispatching of all CN lines in the United States to the IC's dispatching center in Homewood is in abeyance, pending negotiations with the Transport Communications Unions and the American Train Dispatchers Association.

As with most mergers, the name of the dominant partner will ultimately survive, and in this instance, Canadian National officials have backed off earlier comments that the Illinois Central name and logo will be retained. Many feel it's likely that the IC identification will remain in use through the IC's sesquicentennial year of 2001 before being phased out.

Despite the vast implications of such an international transportation conglomerate, CN will take its time in fully taking over

IC. E. Hunter Harrison, CN's chief operating officer and the former president of IC, told the Star that the integration of the two railroads' computerized information systems will take place gradually, with full integration not expected until July 2000.

The Star also commented that "the nonsense black-and-white locomotive scheme of the IC will be replaced by the flashier CN scheme, which features the CN's 'noodle' logo on the locomotive's bright red nose."

The newspaper added that "a recent ride on Amtrak's *City of New Orleans* from Homewood to the Big Easy revealed an IC with a smooth right-of-way. The Homewood-based IC dispatchers made sure the "City" had a clear shot, with early arrivals in both directions." Concluded the story: "The Canadians have obtained an excellently maintained and operated railroad with thousands of loyal employees. Let's hope they know what to do with it."

*TRAINS On-Line, posted 7/29/99*

## **Sale of TP&W to Rail America final**

The TPW sale went through last week, September 1 being the Rail America cut over date. According to a TPW employee that is a former official, the road will get rid of all the former Santa Fe GP20's in the next six months.

They also plan a major track rehab with many ties on order. Also plans are to increase the intermodal activity at Hoosier lift, which has dwindled in recent years.

The dispatching has moved back to East Peoria. Just heard the TPW 2054 east get a track warrant at Lomax, where they come off the Santa Fe mainline, at 7:25am Tuesday. Let's see, if I was off today? The radio towers were always still in use from the East Peoria yard office, did hear the NYSW dispatcher Wednesday, but nothing since then, they must have been working some bugs out.

As far as operations go, have not heard the East local in the am last week, so perhaps they changed the schedule. Did

hear that they 2050 west died last Thursday west of Eureka with ground relays and unable to move the train. Crew died there and relief to the train.

The Geep 20's are not long for this world, shot the 120 last week with four units, and limped into East Peoria with one on line, the rest died on the trip east, 2002 died coming down Glasford Hill.

I have not seen or heard the HATX units out and running yet, anyone see any odd power or interesting operations to report??

*Steve Smedley, via Internet*

## **Wheel Report**

Member **Andre Chambers**, from Urbana, has completed the UP Engineers Training school in Salt Lake City. Andre, who works out of Villa Grove, now has his Class 3 Student Engineers Certificate. He has been working various jobs on the railroad, most recently on the local out of Villa Grove. The on job training will take 3 months to become fully certified, which should occur around the end of August. Look for Andre on the through freights. Andre also models the Union Pacific; his motive power can be seen running on the Rossville layout.

**HISTORICAL SOCIETIES OF VERMILION COUNTY**—Last spring we were contacted by members of the Oakwood Historical Society concerning a meeting of all societies in the county. Over the past few months meetings have been held (a representative of our chapter has been unable to attend) and discussions held concerning forming an organization, thus the group named above.

All societies in the county will be involved in the new group. We have sent the new group a copy of our newsletter and brochure. The first open meeting of the group will be held in Rossville at the Rossville



Historical Society on August 30<sup>th</sup> at 7:00 PM. This organization is looking for ways to publish the word about all museums and historical societies in the county. They are exploring notices in the local papers and will be working with Jeanne Cooke to get the information into the convention brochures.

**NS AND CSX TRAFFIC** - For those of you that have been around the former Wabash lines in recent months have noticed an increase in traffic to levels we have not seen in years. The new train numbers of through trains, as well as those off the IC at Tolono and the UP at Sidney, have added additional listening to the scanner. At the same time NS has had trouble moving trains and many of the new and extended sidings in the area have become parking lots for trains heading to Peru or Decatur. In some cases the train cannot be accepted at the destination while in other cases the crew goes dead and the train is parked. With pooled and leased power we are seeing BNSF, ATSF, UP, WC, SOO, along with the unpainted Conrail units and a number of different leased units. The most common view of a train is now the different consists. Steel, auto parts, tankcars are more common than before.

On CSX the increase has not been as great, but the change in motive power has shown up. Solid lashups of WC power on the taconite trains is common. CR units mix with UP and BNSF power. We have noticed a change in train consists as traffic is moving a different direction.

Both carriers continue with growing pains as noted in this issue. With the right amount of money and time they will overcome the problems and by next year have the system working to haul the freight.

## Consortium Notifies Amtrak Of Manufacturing Delay On High-Speed Train

Washington, D. C—The Consortium of Bombardier and ALSTOM - manufacturers of the *Acela Express* high-speed trains - recently informed Amtrak that they will be unable to provide a thoroughly tested trainset and high-horsepower locomotive in the fall of 1999 to ensure high-speed rail revenue service by the end of this year.

The Consortium attributes the delay in part to the need for additional testing and refinements. Excessive wheel wear has been exhibited during testing of the equipment at the Transportation Technology Center in Pueblo, Colorado. However, the train has demonstrated its ability to achieve top speed.

“This delay is unfortunate but not unusual when new technology, although proven, is being introduced in a new environment,” said Jacques Laparé, President of Bombardier Transportation, North America. “The trainset needs additional testing to validate the high-speed rail system, which will benefit the whole program on the long term,” he added.

Amtrak has been working on an aggressive schedule to complete the three major elements of the high-speed rail program - upgrading the Northeast Corridor’s infrastructure, installing a catenary system to electrify the New York to Boston route, as well as introducing the new high-speed trainsets. The infrastructure work will be substantially complete and the complex electrification work and catenary testing is on target for December.

“Nobody wants delays, and we’ve worked hard to avoid them,” said Amtrak President and CEO, George Warrington. “We are faced with a choice - cut corners to get the train out, or get it right the first time. I am absolutely committed to making sure this train is right, and meets our standards of excellence. We will not disappoint our customers. In fact, we plan to take advantage of the other completed improvements to introduce faster service, more seats, and refurbished trains in January between New York and Boston as part of our *Acela Regional* service.”

This delay will prevent the introduction of the high-speed trainsets as originally planned. The Consortium has set a revised, tentative delivery timeframe of spring 2000. However, Amtrak will not announce a final service launch date for 60 days, when the manufacturers will be in a position to commit to a new delivery schedule.

Both Amtrak and the Consortium are concentrating their efforts on solutions for resolving the outstanding issues and meeting Amtrak’s standards of excellence in the most timely manner.

Amtrak also announced today that the corporation will launch new *Acela Regional* electric service between New York and Boston in January. With two roundtrips daily, *Acela Regional* will offer travel times of less than four hours and refurbished trains with

interior designs similar to *Acela Express*. Amtrak will add 800 more seats to the route between Boston and New York, and offer improved travel times on all trains on the route of up to an hour and 40 minutes better than today’s schedules.

*September 1 news release - Amtrak*

