

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.

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In 1966, an IC switch engine is either adding or removing a baggage car from a train at Carbondale, IL. The car, #404, is now at the Monticello Railway Museum and is undergoing restoration.

Photo credit is "Rudy Follman/Des Plaines Hobbies Collection", via Peter Nicholson of the MRM.



Coming Events

April 18, 2004

Chapter monthly meeting, Pizza Inn in Danville, 1:00PM

April 18, 2004

Bloomington, IL - Central Illinois Railroad Club Train Show, Interstate Center on West Rt. 9, 9-3, \$5

April 24 & 25, 2004

Arcola, IL - Rockome Gardens Model Railroad Show and Swap meet, Sat 10-5, Sun 10-4

April 24, 2004

Danville, IL - Chicago and Eastern Illinois Historical Society meeting, Danville Area Community College, annual meeting. 10:00 AM to 9:30 PM. Swap tables, displays, tour of Danville and Rossville Museum, program on C&EI passenger equipment and annual member meeting.

April 24, 2004

Indianapolis, IN - New York Central System HS Big Four Train Show, Clarion Hotel Waterfront Plaza, 9-3, \$5.

May 2, 2004

Homewood - 1st Annual Illinois Central Railroad Heritage Day, Dixie Highway and Chestnut Road, 10-4.

May 2, June 6, August 8, 2004

Wheaton, Great Midwest Train Show, DuPage Co. Fairgrounds, \$7, 9:30 to 3 PM

June 26 & 27, 2004

Galesburg, IL - Railroad Days, displays, swap meet - see article this issue.

Operating Sessions - next fall

Next Meeting

The next meeting will be April 18, 2004 at the Pizza Inn. As usual, we will order off the menu and then begin the meeting around 1:45.

We will discuss the work to be completed at the museum prior to opening this summer. Also, we will set some dates when we can start the inventory of items in the building. Thanks to Bob Gallippi for hauling the magazines and other items from the museum to the Urbana Show and all of those that helped the two days in the mall. We made some \$158 at the show, not bad for selling magazines. Speaking of the show, Bob G also won Best of Show for his West Virginia steam engine and won the raffle which was a airbrush kit along with air compressor. Nice job Bob, take it all!

There is a lot of work to be done at the museum to get ready for the opening season. Tuck pointing is the major work and we should have a report this month on getting the work completed. Members have cleaned up the yard so Bill Pearson can get the job of mowing started again.

The museum will be opened to C&EI Historical Members on Saturday, April 24. See program and event schedule in this issue.

The program at the meeting will be by Dick Brazda. A couple of months back Dick showed slides of railroads in Central America. This month he will continue that show with a trip to Guatemala, a place none of us have been.

Amtrak Ridership

Six of Amtrak's eight Midwestern corridor routes scored double-digit ridership gains last year, prompting the UTU's Illinois Legislative Board to renew its call for a federal transportation program to raise passenger rail capacity and speed.

"The traveling public has spoken," said Illinois Legislative Director Joseph C. Szabo. "People are coming out and buying train tickets faster than at any time since the OPEC oil boycott of 1973-74." - According to figures released by Amtrak headquarters in Washington, ridership on the carrier's Midwest corridor trains grew by an average of 15.9 per cent in the May-December 2003 period compared with the same period in 2002.

Of the six winning corridors, two stood out as stars. The Chicago-Springfield-St. Louis corridor showed a ridership increase of 21.6 per cent, while totals on the Chicago-Detroit/Pontiac route were up 24.1 per cent. Both corridors offer three round trips per day.

"There's no mystery why those two corridors had such robust growth," Szabo said. "They are the only corridors in the Midwestern where government has paid for upgrades to the track and signals."

Szabo noted that Amtrak, which owns a 70-mile segment of the Chicago-Detroit line between Porter, Ind., and Kalamazoo, Mich., has installed new rail and a Positive Train Control (PTC) system which since January 2002 have allowed passenger trains to operate at 90 mph. As the PTC technology is tested and approved, speeds eventually will rise to 110 mph.

"And in Illinois," he said, "we now have 118 miles of new track on the Chicago-St. Louis route paid for by the Illinois Department of Transportation."

The Illinois track's PTC system, which is being financed by the Federal Railroad Administration and the Association of



American Railroads, has not yet been commissioned, so trains are still limited to a maximum speed of 79 miles per hour.

“But the ride is so smooth and the scheduling has become so reliable that substantial numbers of travelers now are relying on trains for travel in the Chicago-St. Louis corridor,” Szabo said. “Train travel is getting to be fun again.”

Even where trains run on conventional infrastructure, ridership growth has been up sharply? 14.5 per cent between Chicago and Milwaukee, 14.8 per cent between Chicago and Quincy, 14.8 per cent between Chicago and Carbondale, and 14 per cent and 14 per cent between Chicago and Grand Rapids, according to Amtrak figures.

“That’s really remarkable when you realize that except for Chicago-Milwaukee those routes have only one train per day,” Szabo said. “It makes you wonder how many people would switch to trains if there were multiple frequencies so they would have a greater choice of travel times.” Szabo said the ridership surge also was astonishing because of the age and unsuitability of much of Amtrak’s rolling stock.

“It’s been 20 years since Amtrak last had a budget to buy new passenger cars for its Midwestern routes,” he said, adding, “Their fleet is getting tired, and some of the cars weren’t even designed for inter-city trains, but the customers keep coming anyway.” Szabo said Amtrak needs not only a modern fleet but also a larger one. “More cars and locomotives would mean more train frequencies plus new route openings,” he said. “Midwestern travelers need both.”

Two of Amtrak’s Midwestern routes? St. Louis-Kansas City and Chicago-Indianapolis did not match the performance of the others. The Chicago-Indianapolis route grew only 4 per cent, while the two daily trains across Missouri actually lost 0.7 per cent of their riders. “Poor timekeeping probably is depressing ridership in Missouri,” Szabo said. “The Union Pacific single-track route is extremely congested, with up to 60 freight trains a day. It’s not a congenial operating environment for passenger trains. And the

Missouri legislature keeps threatening to cut Amtrak’s operating assistance, which has resulted in several station closures. All of that makes people reluctant to use the train.”

But service upgrades are unlikely unless Congress and the administration provide Amtrak with a higher capital budget and the states with matching funds so they can build additional rail capacity, according to U.S. Sen. Richard J. Durbin (D-Ill.).

“For the second year in a row, the President’s budget proposed only \$900 million for Amtrak, or half of what Amtrak President David Gunn has said is needed to keep the passenger railroad running,” Durbin told a Senate Appropriations Committee hearing March 9.

“Let me simply say this game is getting old,” Durbin said. “Every year the President drives Amtrak to the brink of insolvency by proposing an inadequate budget for the railroad and Congress is forced to ride to the rescue. It’s time for the administration to show leadership on this issue and work with Congress to enact constructive reforms while ensuring long-term viability for our nation’s only inter-city passenger railroad.”

“Dick Durbin is right,” Szabo said. “The administration is not showing leadership on the passenger-train issue. “But you know who is?—the travelers of the Midwest. They’ve taken matters into their own hands and decided to ride trains even if the tracks and the rolling stock are old. How many U.S. industries today are reporting double-digit growth? The airlines can’t do it. Car manufacturers can’t do it. Hotels and restaurants can’t do it.

“But for some reason passenger trains can. It’s time for the president and his administration to wake up.”

Midwest High Speed Rail – 3-16

Wabash Valley Interurbans

In the year between 1898 and 1912 several interurban companies were incorporated to connect cities and towns in West Central Indiana. An obvious goal was to connect the interurban systems that had been built in Indiana and Illinois. When one considers that it is only 41.2 rail miles between Crawfordsville, Indiana and Danville, Illinois and 46.2 rail miles from Lafayette, Indiana to Danville; the visions of those interurban planners were well within reason. The interurban systems of

Indiana and Ohio had been connected and schedules coordinated so that a traveler could board at Crawfordsville or Lafayette and travel as far as Cleveland. The vision to connect the Illinois system with those in Indiana and Ohio would make a continuous line all the way to St. Louis utilizing this clean, inexpensive, frequent mode of transportation.

The Crawfordsville connection through Southern Fountain County would have been shorter and more direct to Indianapolis; however, the Lafayette route from Danville appears to have been preferred. Support for this route probably was based on population density, and a through line to Fort Wayne, in addition to Indianapolis, would be available.

Of those interurban lines projected in this region (over a half-dozen in fifteen years), a city often included on a proposed route was Attica. A difficult crossing of the Wabash River would be required in any direction as Attica’s two steam railroads had discovered earlier. Easier, more northerly routes over prairie land from Danville to West Lafayette had not been overlooked. There a connection to the Indiana interurban systems over the Lafayette Street Railways was possible.

However, Attica, at the turn of the century was the largest city in the region, largely due to industrial growth. The city had a brickworks and a stockyard, located on the Wabash Railroad’s main line. On the Covington branch a gravel works was furnishing surfacing materials to construct “all-weather” roads for the new invention

-the automobile. Located along the Brazil branch of the Chicago and Eastern Illinois Railroad the National Car Couplers Plant was casting railroad appliances such as couplers, car wheels, etc. as the name implied. The availability of a large source of employment caused Attica to become the major commercial center in this section of the Wabash Valley.

The various interurban promoters evidently believed that Attica's economy would generate enough business to justify another railroad. This optimism overlooked that fact that Attica already had rail service in five directions. Joining the Indiana and Illinois interurban systems never became a reality.

Actually Fountain County did have an interurban - the Covington and Southwestern railroad Company incorporated October 23, 1906. It began service in April of 1910 and ran from Kingman to Gray's Farm - four miles. The line was projected from Crawfordsville to Covington. Service was suspended in the fall of 1910 and the line was torn up in the spring of 1911. Car No. 1, a single truck (four wheels) streetcar, was the only equipment the company ever owned.

Proposed Interurban Lines (Company name-Proposed route-Date of incorporation)

- Covington and Southern Railway Company - Fountain and Parke Counties, June 28, 1899

- Covington and Danville Interurban Company - Crawfordsville to Danville, Illinois, June 14, 1912

- Crawfordsville Traction Company - Hillsboro-coal fields, January 9, 1901

- Fountain-Warren Traction Company Covington-Veedersburg-Attica-Williamsport, June 28, 1901 -

- Indiana and Illinois Traction Company - Veedersburg-Covington-Illinois line, Dec. 31, 1902

- Lafayette and Hoopston Interurban Railway Company, Lafayette -Bloomington, Illinois-Danville, Illinois, August 1, 1906 -

- Lafayette and State Line Traction

Company -Lafayette-Williamsport-State Line City, February 6, 1906

-Logansport-Fowler Traction Company - Logansport - Monticello -Remington -Fowler, April 2, 1903

-Tippecanoe Electric Railroad Company - Monticello-Royal Center-Rochester; Monticello-Goodland-Fowler-

-Monticello-Lafayette-Attica-Covington, July 23, 1898

- Tippecanoe and Monticello Interurban Railway,

Fowler-Reynolds-Monticello-Logansport; Lafayette-Delphi-Logansport; Monticello-Delphi, September 1, 1909

-Tipton, Frankfort and Attica Traction Company - Tipton-Frankfort-Attica, July 27, 1903

By the late 1950's the great interurban systems in Indiana were only a memory to those who had ridden them a generation earlier. The Illinois traction system was freight only and had scrapped electric traction replacing it with diesel locomotives as the steam railroads were doing. Even the line between Danville and Champaign had been abandoned.

Attica's railroads had retrenched too. The Wabash had abandoned the Covington branch retaining only enough trackage to serve the gravel works south of town. Even though the Brazil Branch of the Chicago and Eastern Illinois was reorganized into the Chicago, Attica and Southern in 1922; it abandoned the last segment in 1946. The Wabash Railroad purchased enough trackage to serve the Harrison Steel Casting Company, thus preserving a line past the picturesque depot that the C.A.&S. had built.

The last center of railroad commerce in Attica was the Wabash Depot. From the 1950's until its final closure, most of the railroad's freight accounting between Lafayette and Danville was done in this office. In addition, until April of 1971 with the incorporation of AMTRAK, the Wabash (Norfolk & Western after 1961) had passenger service through Attica. The train from St. Louis to Detroit (No. 4) was scheduled to stop at 1:29 p.m. in

Attica. The opposing train (No. 1) was not scheduled to stop at all I learned from the agent that the train could be flagged if a day's notice was given and made use of it in my journeys to Missouri and California while in the Army.

After World War II, the railroad courted passengers with streamlined stainless steel passenger equipment, and the Wabash's Blue Bird from St. Louis was also equipped in this manner with vista-domes and a round end observation car. The Cannonball, as the trains through Attica were called, were equipped with rebuilt Pullman-Standard cars. Because of the weight of these cars they had six-wheel trucks and were very smooth riding. Most of them had the windows lengthened as on the newer equipment and were of equal comfort.

Excursion passenger trains have been a part of railroad history since the earliest days of the industry.

After World War II, with the scrapping of most steam locomotives, many Railfan Clubs were formed throughout the country to sponsor excursions with those locomotives that had been preserved. The last of the interurbans were running off their final miles and many excursions were run over the three Chicago lines: The Chicago, Aurora and Elgin; The Chicago, North Shore and Milwaukee and The Chicago South Shore and South Bend (still in operation as a commuter line).

The Illini Railroad Club at Champaign, Illinois had preserved a couple of ex-Illinois Terminal Interurban cars for excursion use. On Sunday, August 2, 1969, a very unusual train arrived in Attica. A trip had been planned between Champaign and Lafayette over the Wabash railroad. Since the deck girder bridge over the Wabash River is a major engineering feature on the route, the train stopped at Attica to allow the passengers to disembark. The train then backed over the bridge so that photographs could be taken of it crossing the structure. It then proceeded to the depot and the engine was uncoupled.

Powering the train was Wabash Diesel electric No. 474, a model GP-7 built by the Electro-Motive Division of General Motors in 1952. It was uncoupled from the

train to allow photographs of two cars for they were the main attraction. Car No. 233 "URBANA" was a coach-baggage car rebuilt from a dining car at the Illinois Terminal Shops in Decatur in 1940. Originally built by St. Louis Car in 1906, it still retained a small snack-bar at one end. Car No. 234 "CHAMPAIGN" was a parlor-observation trailer car rebuilt in 1936. Built at Danville in 1910, it had originally been motorized.

Each car would seat about thirty passengers and they were used as motor and trailer office cars Illinois Terminal Officials before being sold to the Illini railroad club. The train being photographed at the Attica depot on that August day in 1959 was elegant to behold. Even with the absence of a wire for the trolley pole, an interurban had finally arrived in Attica.

For the reader's interest, cars 233 and 234 were moved to the Illinois Railway Museum in 1968. It is located at Union, Illinois sixty miles northwest of Chicago.

By member Wade Frasch of San Jose, CA from BACKWARD GLANCES

Galesburg Railroad Days Coming Up In June

Galesburg, IL will be holding their annual Railroad Days celebration during the week-end of **June 26 & 27, 2004**. It appears that there will be at least a few events returning for this year. If you remember from last year, the BNSF wanted the city of Galesburg to help shoulder some of the costs relating to the liability for the event. When the city declined to, the

BNSF pretty much ended their participation in regard to having equipment on display at the depot and providing the commuter consist from Chicago that took the public on free yard tours.

Although not all of these things will be returning for 2004, it looks as though there should be some sort of equipment display at the Amtrak depot. It seems that it was determined that the city of Galesburg, and

Monticello Railway Museum Schedule

Throw Momma on the train - May 8 & 9

Father's Day Bluegrass and More - June 19 & 20

Fireworks Train - July 3

Caboose Trains - August 14 & 15

Railroad Days - September 18 & 19

Ghost Train and Hanted Car - October 23, 24, 30 & 31

not the BNSF, owns the land that comprises the depot track and therefore, would shoulder the liability if something would occur.

The Illinois Railway Museum has made a preliminary verbal commitment to have some railroad equipment on display down at the depot site. There are plans being made to have bus tours of the Galesburg Yard. Ron Hatch has once again made a special painting to help commemorate Railroad Days. Since 2004 is the 150th anniversary of the railroad coming to town, Ron's painting depicts the first train with the locomotive "Reindeer." The scene will grace the brochures, posters and pins for Railroad Days. The Train Show up at Carl Sandberg College will be celebrating its 10th Anniversary and there are 10 separate N-Trak model railroad clubs that will join together their modules, creating an N-scale layout that should encompass the gymnasium at the college. There will also be a die-cast car show and sale going on in the student center to help broaden the attendance of the event.

Via North Western Chapter

C&EI HS Meeting & News

Tables for model display are available. One table is free to each member of the C&EI RR HS for swap, sell, or display. Additional tables for members or tables for nonmembers are available at \$10.00 each. Please notify Al Janssen, 101 West Jackson Ave., Watseka, IL 60970. Phone: 815-432-0175 to reserve your tables.

Guided tour of the former CD&V.

Rick Schroeder will conduct a tour of former C&EI lines in Danville. As we depart DACC we will go north on the former VA lead out of Oaklawn Shops, now Nebraska Street. We will cross over the east end of the shops and head west on Fairchild to Danville Junction. A short stop will allow Rick to give a brief history of the area and point out the buildings still remaining. Heading north we will follow the C&EI (now CSX) to Alvin, crossing of the former IC, and then on north to Rossville. The Rossville Museum and layout will be open. From Rossville we will head back to Bismarck and then over to Johnsonville, IN - site of the former crossing of the CD&V with the Wabash Railroad. This location is the end of the Marshfield siding on the Norfolk Southern. We will backtrack to State Line, site of the transfer of President Lincoln to another train on his final journey from Springfield to Washington, and then down to Brewer yard.

Tour will depart Danville at 12:30 PM and should be back around 4:30 PM. Lunch and then dinner will be on your own. We suggest the Pizza Inn, located at the corner of Williams and Gilbert Street (Illinois Route 1). The restaurant has a railroad decor and great food and is located on the site of the former P&E depot and freight house.

C&EI Passenger Car Study Program To Be Led By Doug Christensen

A vetted consensus reports on the nature and history of the C&EI's fleet of passen-

ger cars and self-propelled passenger cars (ACF and RDC and others) will be presented by Doug Christensen during the Saturday evening program time. However during the day study group tables will be manned in the conference center to review the passenger car archives of the C&EIHHS and to review and receive any information, photos, drawings or any other information that members and guests may have concerning this subject. This ongoing study group table will not just be an informal discussion area but rather an attempt at scholarly research and discussion to gain as much information as possible about our railroads passenger car fleet.

We will use both prints and color slides for reference and exhibit. In addition there will be intense discussion of models of these cars for those of our group that are model railroaders. High on the list of project reports and plan making will be creating the balance of the car types needed to complete the Meadowlark and Whippoorwill train sets since we are about to be able to purchase the first really authentic ready to run fully painted (Original scheme) blue and orange E-7 from Broadway Limited.

Also underlying our study work and report on Saturday will be a hope to produce a written work on the subject which can be published to members in the future. This will give our members who are notable to attend our meetings for one reason or another a chance to benefit from our work. Also we fully intend to invite via newspaper and other promotions, former C&EI employees from the Danville, Villa Grove and other areas to come and share their knowledge. We are hopeful that some Coach Shop employees are still in the area and will join us. The program will be participatory and fun for everyone.

NOTE: Branchline Trains, Yardmaster series, has produced a Special Edition of HO AAR 40' C&EI boxcars numbered 2, 3, 4, and 5. These cars have been sold out by Branchline and are available only at the hobby shop stores and on E-Bay.

Indiana Rail Road to Launch Major Rail Improvement Project

The Indiana Rail Road Company has budgeted a record year for capital expenditures in 2004. The Indianapolis-based railroad company expects to invest more than \$6.5 million to make significant improvements to its current rail line over the next 12 months.

According to Business Facilities magazine, Indiana was ranked ninth best in the nation last year for logistics locations. "Our steady increase in car loadings reflects this robust climate," says Thomas G. Hoback, president and CEO of Indiana Rail Road. "It's presented us with operating challenges and opportunities that we'll be addressing with our capital plan."

Changes slated for 2004 are focused on improving the speed and efficiency of rail lines through technology upgrades, track reconstruction and improvements, and expansion of current tracks and holding yards.

Four additional GP38-2, 2000-horsepower locomotives with dynamic brakes are expected to hit the tracks this year to help handle volume, which will increase by more than 15 percent in 2004. More than seven and one-half miles of new continuous welded rail will be installed, which will allow speeds of 40 mph on the new track. Fifteen thousand cross ties will be installed in addition to surfacing and fill stabilization.

Indiana Rail Road also plans to further improve train management with a major investment in AEI readers and onboard computers for managing workflow and customer service. This upgrade will not only help reduce paperwork generation and improve communication between carriers, but it will also improve car tracing, allowing for more real-time tracking. A new radio transmission tower will also be installed near Switz City to enhance communications capabilities.

"Linton, Indiana, is a focus for us as well

this year," says Hoback. "We'll be doing some substantial track reconstruction and signaling work in that area to improve train movement and enhance public safety." Plans for 2004 also call for the purchase of ditching equipment to tackle several major drainage improvement projects.

Two Indiana Rail Road classification yards, the Palestine Yard, in Illinois, and the Senate Avenue Terminal, in Indianapolis, are budgeted for expansion in the coming year to keep up with increased business. The expansion projects will accommodate increased car loadings from customers such as Marathon-Ashland's refinery in Robinson, Illinois, General Electric, and the Lincoln Land Agri Energy Ethanol Plant, which is currently under construction. After expansion, the Palestine Yard will be able to hold an additional 325 cars in seven new tracks to handle increased traffic.

"Our goal is to continue to provide a safe, superior, customer-focused rail service," says Hoback. "Car loadings have surpassed the 100,000 mark and the capital plan addresses growth issues, including capacity, optimized track speeds and technologies to improve operational efficiency."

INRD press release via Railfans of Indianapolis

Swing time ending for bridge at La Crosse, Wis.

La Crosse, Wis. - During the last week of April, Canadian Pacific will replace a 307-foot truss swing span with a more modern rolling bascule span, turning its 1902 swing bridge over the Black River between La Crosse and French Island into a lift bridge. Improvements to the railroad bridge, which is a mile south of the Interstate 90 bridge, will allow train traffic to operate more fluidly between Wisconsin and Minnesota. La Crosse has long been a strategic railroad point with about two dozen freight trains and two Amtrak trains a day crossing four bridges over the east and main channels of the Mississippi River,

the Black River and the French Slough.

Completion of the \$16 million project will involve rerouting trains and closing the Black River to navigation, which has included coordinating the effort with railroad crews, contractors, the U.S. Army Corps of Engineers and the U.S. Coast Guard. The Milwaukee Road built the current steel swing bridge in 1902 to replace an earlier iron bridge built in 1876 at the same location. The original bridge helped secure the railroad's success as a Midwest carrier and established the importance of La Crosse as a regional center of transport and trade.

Designed by HNTB Corp. of Kansas City, Mo., under the direction of CPR's Structures Planning and Design Group, the new 147-foot bascule span will lift on the east end to create a 60-degree angle open to the west, allowing boats to pass through the river channel below. The span will open by rolling back on a half-moon shaped girder powered by an electric motor, which will be housed in a machinery room at the top of the bridge. A bridge tender, who used to operate the swing span from a control house in the middle of the bridge, will operate the new span from a control house on the east end of the bridge. The bascule span weighs 987,000 pounds, not counting the 865,000 pound-concrete weight on one end, which assists in the opening and closing of the structure.

A few days before the swing span is replaced, a barge will get into position under the new bascule span and extend two jack towers to lift it off the falsework. Removal of the swing span will begin at 7 a.m. April 26, when crews will cut the old span in two. A second barge placed upstream and a third one placed downstream of the existing draw span will use jack towers to lift the old disassembled span off its pier and transport the pieces away for further dismantling. Beginning at 8 a.m. April 27, the first barge will carry the

new bascule span into the river channel and do a 180-degree turn to get in position before fitting the span into place with the help of hydraulic cranes. The process is expected to take until midnight. Meanwhile, two smaller approach spans also will be floated on barges and rolled into place on the bridge.

The river under the bridge will be closed to recreational and commercial navigation for up to 120 hours. Trains will resume crossing the bridge at 7 p.m. April 28, and the new span will be opened for the first time at 11 a.m. April 29.

Beginning April 26, spectators can go to a public viewing area set aside at 816 S. Bainbridge St. on French Island. The viewing area, which is 300 feet north of the railroad bridge, will be open while work is in progress. Public parking will be along Bainbridge.

Editor: I am on Committee 10 of the American Railway Engineering and Maintenance of Way Association and we are holding our meeting on the 12 & 13 in LaCrosse. We will be touring the site during our meeting.

CSX in midst of another round of layoffs

Jacksonville, Fla. - CSX Corp.'s third wave of layoffs began yesterday and will continue today, part of a management restructuring plan announced in November to slash 800 to 1000 non-union jobs, according to a story in the Florida-Times-Union. Jacksonville-based CSX would not reveal how many or what type of jobs will be lost this round, but only about 140 positions have been eliminated since last fall. The process is expected to end by April, suggesting this stage of cuts will be sizeable as the reorganization hits the wider swath of employees in middle management. CSX spokesman Adam Hollingsworth confirmed that while a small number of positions were eliminated Tuesday, the "majority of conversations" with employees regarding their future with CSX will happen today. He would not give additional details. Workers were informed by

e-mail Tuesday that the third phase of cuts had begun.

The restructuring began in December when 20 senior vice presidents and vice presidents were let go. Last month, 120 positions - largely assistant vice presidents and directors - were eliminated. The streamlined workforce is expected to save CSX \$80 to \$100 million annually. Management layers are being reduced from 11 to eight.

Trains On-Line 3/24

Editor: Cutback also eliminated the Louisville and Nashville Divisions, they are now the Western Division. The Chicago, Detroit and Great Lakes Divisions are now the Midwest Division. The Huntington Division is now known as the C&O Division. Some 500 plus were cut on the 24th and 25th, another 200 will be cut in the next 30 days from the divisions. The Design and Construction Department we deal with is no longer and has been split into three areas. How this will affect us is not certain at this time but early indications are it will be more difficult to get projects going.

Two EMD SD70ACE proto-types to test on KCS

Kansas City Southern is receiving two six-axle 4300 horsepower EMD SD70ACE locomotives beginning this week as part of a 60-day testing program worked out with the builder. This is expected to be the units' first revenue service after testing at the FRA test track at Pueblo, Colo. The units are expected to be used as helpers or distributed power on freight trains between Pittsburg, Kans., and DeQueen, Ark., or Shreveport, La.

"This part of the Kansas City Southern is the perfect place to test these units," said Hal Miller, Managing Editor of Trains magazine. "Most people think of the KCS as a flatland railroad, but it has a really jagged profile between Sallisaw, Okla. and Shreveport. This type of track profile should test the units well." Production units are expected to be released in 2005.



Union Pacific to use trucks to ship some UPS traffic

Seeking to recover from a round of delays, Union Pacific will start next week shifting a portion of its United Parcel Service business onto trucks, according to a story in the Memphis Business Journal. UPS spokesman Norman Black said that Union Pacific will pay truckers to carry UPS packages between Los Angeles, Calif. and Chicago, Ill. and between Dallas, Texas and Memphis, Tenn. for four weeks.

Union Pacific won United Parcel's business in 2003, offering to deliver freight within 60 hours on a coast-to-coast train once a week in each direction, in conjunction with the CSX. The railroad is seeking to recover from a round of delays that began last year, costing as much as \$50 million.

Detailed coverage of Union Pacific's Los Angeles and Sunset Route logjam is in the June 2004 issue of Trains, now at press.

Fourth pedestrian in five weeks killed by Metra train

A Wood Dale, Ill. printing company employee was struck and killed by Metra train 2230 last Thursday morning while crossing Metra's Milwaukee District West Line railroad tracks on a shortcut to the plant, according to a copyrighted story in the Chicago Tribune. Wood Dale is 24 miles west of Chicago on the route to Elgin.

David Meza, 49, was the fourth pedestrian killed by a Metra train in little more than a month. The first three deaths, of children younger than 16, spurred Metra to launch a massive safety campaign. This incident, at 10:10 a.m., occurred west of Wood Dale Road near a curve on the railroad.

The two tracks approach the site of the incident on a gradual curve from the west, and police believe Meza might not have noticed the approaching eastbound train

because of the bend. That curve also made it impossible for the 30-year veteran engineer of train 2230 to warn Meza, Metra officials said. The engineer had sounded the horn when he passed through a grade crossing about a half-mile west of the accident site, but didn't see Meza until it was too late, according to officials. "The way this incident occurred, with the bend in the track, the engineer had absolutely no time to respond," said Dan Schnolis, a Metra spokesman. The Chicago-bound train left Elgin at 9:30 a.m. and was scheduled to arrive at Union Station in downtown Chicago at 10:52 a.m. The train was canceled and its 464 passengers were transferred to another train. Four other trains were delayed from 30 to 80 minutes, officials said. The engineer who was at the controls underwent grief counseling.

Via Trains On-Line 3/29

Wheel Report

A poll released by the American Public Transportation Association revealed that Americans, by a large majority, support public transit. The survey results showed that 80 percent of Americans believe increased investment in public transportation will strengthen the economy and reduce traffic congestion, air pollution and energy consumption, and that 76 percent support increased public funding to expand and improve public transportation services. The survey was conducted by Wirthlin Worldwide Corporation for the APTA.

Amtrak announced that the project to rebuild the Rohr Turboliners for Amtrak Empire Services in New York State would be scaled back. An Amtrak spokesman said that only 4 Turboliners train sets would now be rebuilt, instead of the 7 originally planned. The spokesman added that an additional car would be put in each train set to increase seating capacity. The Turboliner project is being co-funded by New York State, with the rebuilding being performed by Super Steel Schenectady in Schenectady, NY.

In an unusual event in New York City, a locomotive rolled loose and traveled for

approximately 1 mile before coming to a halt. During the course of its runaway trip, the locomotive, which belonged to the Long Island Rail Road, struck several vehicles at crossings, injuring the occupants of these vehicles, 2 of them critically. The locomotive traveled on tracks of the Bushwick Branch and finally came to a stop at Varick Avenue in Brooklyn. New York City Mayor Michael Bloomberg said that the cause of the accident was under investigation.

Thieves in the former Soviet state of Ukraine stole a displayed steam locomotive from an open-air museum in the city of Donetsk. A police spokesman said that the locomotive was probably pulled off site by a crane, whose operators used false documents authorizing the locomotive to be moved to a new location. The spokesman said that the locomotive was probably stolen for its scrap value.

The rebuilt, but battery powered "goats" that have been testing on most of the major railroads MUST HAVE received some orders as the Canadian company (RailPower Technologies) have formed a US subsidiary and will build "goats" in Erie, PA. The GM of the US company is a retired GE Loco manager. There is no announcement that the units will be built in the GE plant, however, but a section of the GE plant could easily be rented to RailPower. The Goat locos look like cut-down Geeps (which they are), but operate with lead/acid batteries driving the traction motors with a small diesel to keep the batteries charged. They are environmentally friendly, but they sure look weird. A friend of mine is handling the employee hiring for this operation in Erie. *Via Walt Baselt*

Dues were due the end of March. You may be getting this issue with a red mark on the label, if so, it is your last issue. Send your renewal to Allen Cooke.