

FIRST CLASS MAIL

"THE DANVILLE FLYER"

DANVILLE IL 61834-1013

P.O. BOX 1013

NATIONAL RAILWAY HISTORICAL SOCIETY

DANVILLE JUNCTION CHAPTER



Friday, August 29 and the contractor is completing the crash wall under the Metra bridge in Blue Island, Illinois. WESTbound CSX intermodal train is on new No. 2 track, No. 1 is in the foreground and will be placed under the bridge the following morning. Trains will be running through the "tunnel" on September 2. Photo by R. 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 \$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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Visit our Chapter WWW Home Page On-Line - <http://www.prairienet.org/djc-nrhs/>

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Coming Events

September 21, 2003

Danville, IL Next regular monthly chapter meeting at Pizza Inn, 1:00 PM, Gilbert and Williams Street next to CSX.

August 30 to September 1, 2003

Union, IL Railfan Weekend. Steam, diesel and traction in service all weekend.

September 13 & 14, 2003

The 19th Annual International Model and Hobby Expo, Rosemont Convention Center, 10 AM to 5 PM, \$8 adults, \$3 children, manufactures show off the new products and for the first time items will be available directly to consumers.

September 20 & 21, 2003

Monticello, IL - Railroad Days featuring freight and passenger trains along with motorcar rides - all day ticket.

September 23 to 25, 2003

Midwest Farm Show about 2 miles southwest of Rossville. Attendance expected to be over 200,000. The Convention and Visitors Bureau will be set up at the show to feature local sites. The Rossville Depot Museum will be open each day and we need volunteers to assist from 10 AM to 4 PM each day..

October 18 & 19, 2003

Great American Train Show, Indiana State Fair Grounds in Indianapolis, a show we always attend and we will discuss at the next meeting.

November 15, 2003

Annual train show at Terre Haute, IN - details at the next meeting.

Next Meeting

The fall meeting will be September 21 at the Pizza Inn. As usual, we will order off the menu and then begin the meeting around 1:45. Program this month (I hope) will be video of the progress at Blue Island, Illinois.

We have been open almost each weekend this summer at the museum. Like last year



attendance has been down probably much in part due to the economy. In September there will be the Midwest Farm Show which will be held about 4 miles southwest of Rossville. They expect over 200,000 visitors and we will be open each day during the show. We need people there from around 10 AM to at least 4 PM. The Danville Convention and Visitors Bureau will have a booth setup at the show and we will be listed with our brochures.

Note the upcoming train shows. Save your money, we will be making plans to attend some of them this fall.

In October we plan to start up the operating sessions at the museum with new cards in place. Bill Sandusky will be making plans for his sessions and Rick will be starting his sessions in January. We hope all of you had a great summer (it sure went by fast) and if you were able to make a rail trip or visit a museum let us know. If you have a trip you can present as a program let Rick or Dave know.

Sky Rockets in my Chimney

The memories of Art Altstadt

Many years ago, this particular city, served by the C&NW, had, among other things, an 11:00 PM switch engine job that was assigned a small six-wheeled engine that was so small that she could fit into a boxcar, as she only was a bit over 50 ft long, and 14 ft tall. The engineer on this, job was an old-world German, named Han Schultz, who had a very thick accent, and when he got a bit excited, or angry, he'd stutter, and with a combination of these traits he COULD be very hard to understand.

Now, for whatever reason, the ground crew used every opportunity to play tricks on poor ol' Hans, and because he seemed to not understand when he had been "had", their pranks were classic. Thus this happening:

Hans' engine was considered too light for most other yard jobs at this terminal, so when Hans' shift ended, the little 2024 just

sat at the engine-house back track, with a fire in her, 'til next night' work.

This very situation lent itself to a most unique stunt, likely with a nod from the engine-house crew. They threw a bunch of small tin-cans down her stack where they'd rest, getting hotter & hotter, til the next 11 o'clock start with Hans. When that time came, as usual he inspected her well as he oiled around, and in due course they lined him up to come out on to the lead to begin sorting out his cars.

With the light exhausts of his 2024, it is likely that all them cans in the smoke box were being "stirred" around, and maybe make some noise, but Schultz didn't notice. Eventually, they tied him onto a sizable cut of cars, and backed him way out onto the switching lead, (the ground men didn't want them red-hot cans setting a fire to any surrounding objects). And giving him a big kick sign, he obliged as usual with the 2024 throttle out in the tank! With them sharp exhausts them red hot cans just began coming out the stack, on a very dark night, and shocked him awful. Of course, he shut off at once, and the ground crew began hollering at him to get on with the work he began again, and it happened again, and again. He shouted back at them about something that sounded like "Sky-rocket-in-mine-engine". And soon, he refused to move any further. By this time the crew and fireman were so convulsed in laughter that they couldn't work either.

So, the engine house brought him out another engine to finish the shift, and opened up 2024' smoke box door and got out any cans left. I'm sure Hans was never filled in on what was happening, and he never even asked questions to anyone about the strange things out the chimney of his "engin" If he was to have paid particular attention to the stack on his engine future wise, it is not recorded.

Amtrak Posts Strong Ridership Gains In July

Amtrak today reported carrying 2,223,358 passengers in July, making it the best month for ridership in the railroad's 32-year history. The record-setting month comes on the heels of Amtrak's strongest April, May and June ridership totals ever. The railroad carried 2,098,901 passengers in April, 2,104,916 passengers in May, and 2,129,697 passengers in June. "Slowly but surely we are making improvements, and we are beginning to see results," said Amtrak president David L. Gunn. "With public support to bring our infrastructure, trains and stations to a state of good repair, Amtrak will continue to build on this success."

Fifteen Amtrak routes posted double-digit ridership gains in July versus the same month last year. Long-distance routes with significant increases include the Texas Eagle (up 49.8 percent), the Sunset Limited (up 39.2 percent), the Silver Meteor (up 30.5 percent), the City of New Orleans (up 21 percent), the Auto Train (up 19.3 percent), and the Empire Builder (up 13.8 percent). Corridor trains with noteworthy increases include the Pacific Surfliners in southern California (up 32.4 percent), Hiawatha service between Chicago and Milwaukee (up 13.4 percent), and Regional trains in the Northeast (up 9.9 percent).

The highest increase came aboard the Pennsylvanian, which had its ridership surge an average of 98 percent since February 10 when Amtrak truncated the train's route and improved its schedule. The Pennsylvanian now operates in a faster daylight time slot between New York and Pittsburgh, rather than on its former, slower schedule between Philadelphia and Chicago

Amtrak - posted RailPace 8/13

Editor: Remember, the administration has presented a plan that would eliminate most long distance trains. Tell your legislator you support Amtrak as an alternate transportation system.

Great News For Ohio Central Railroad Excursions

The Ohio Central Railroad gladly announces a slimmed down Fall/Winter excursion schedule. After repeated discussions with the insurance agent, the Ohio Central has agreed to honor several previous commitments to sponsoring groups, Orrville Railroad Heritage Society, Akron Railroad Club, Goodheart Productions and the Dennison Railroad Museum. There will still be no daily trains leaving from Sugarcreek.

·On September 13, 2003 the Orrville Railroad Heritage Society is running their forth-annual triangle trip on the Wheeling and Lake Erie Railroad and the Ohio Central Railroad This early fall trip will be our fourth steam/diesel excursion with the Wheeling & Lake Erie and Ohio Central RR. Any excursion into Southeast Ohio is scenic and this one is no exception! Our trip begins with ORHS diesel engine #471 pulling the train. Due to track rehabilitation east of Jewett, our steam locomotive portion of the trip (Locomotive 4-8-4 #6325) will begin at Bowerstown and will take us west of Coshocton to Trinway. We expect one and possibly two photo runbys on the steam portion of the trip. The train will return to Morgan Run and up to Baltic Hill to Sugarcreek pulled by several of the Ohio Central F Units, along with ORHS #471. A rare chance to see all 1950 era engines in road service! Fares: Coach \$95, Child Coach \$85, (Call Depot for First Class and Executive Class tickets) First Class \$190, Executive Class \$245 Tickets must be ordered through the Orrville Railroad Heritage Society TICKET OFFICE OPEN MON-FRI 1pm -5pm Call 330-683-2426 or Fax 330-682-2426 or use the ticket order blank from the website! For More information go to their website www.orrvillerrailroad.com

·On October 4, 2003 the Akron Railroad Club has their annual outing/fund raiser. They will be leaving from Sugarcreek around 1 pm and going to The Ohio Central Railroad's main shop facility for a shop tour and photo-run-by. The trip will be pulled by 4-8-4 #6325. Check back to OCSteam.com in the near future for ticket information.

·On October 11th and 12th, 2003 the Ohio Central will host a Fall Photo Charter in conjunction with Goodheart Productions. The Ohio Central will recreate the 1940's and 50's transforming 4-8-4 #6325 back to her vintage GTW livery and will pull 40's and 50's era passenger and freight trains for many run-bys in several different locations. Seating is limited to the first 50 photographers per day. To see pictures from past photo charters go to www.ocsteam.com/photos.html seats are going quickly, so get your today. Tickets are \$200/day and includes lunch, transportation from photo location to photo location and a full day of rare vintage steam photography. To order your tickets today go to: www.ocsteam.com/photofestival2003.html

·In December, the Ohio Central Railroad will run their annual Polar Express trains sponsored by the Dennison Railroad Museum. Trains will run December 4,5,6,11,12,13 and 20th from 7pm to 9pm leaving from Dreamsville (Dennison) and going to the North Pole. Ticket will go on sale August 15th. You can order yours by calling the Dennison Railroad Museum at (740)-922-6776 or by going to their website at www.dennisondepot.org (info will be posted soon)

As you can see, this is not the schedule of past years, but considering the current insurance crunch, something is better than nothing. We are trying to stay positive and optimistic for 2004, all we can do is wait and hope insurance premiums top off and for the economy to rebound. We hope to see you this year.

Ohio Central Steam Department - posted RailPace 8/12

Effingham Railroad

I regret to have to do this but due to recent events I have no choice as this is now out of my hands. Effective August 5, 2003 any one on the Effingham Railroad without a liability release will be arrested by the Effingham Police department. Now if my assistant or I catch you we will set you up with the correct paperwork (I won't just call the police). We have had problems with people taking pictures on private property and being asked to leave and them telling our customer that they are a part of the railroad.

My customers are calling me and I have no choice but to let them call the police. I have always been willing to help the railfans out, as I am one also. Last Friday we had some people attempt to break into our passenger car lucky for us it locked up real good. I do not know if these people were railfans or not but it only takes one bad apple. I will try to continue being friendly but everyone must work together. If any one would like to stop by I will give you a copy of a signed liability release just let me know when you may be by and I will set it up for you.

*Thanks, David Fredrick,
Superintendent of Operations,
Effingham Railroad Co.*

Levi Strauss Pulls 'Horse' Ad

WASHINGTON, D.C. - The Operation Lifesaver organization, which promotes awareness of safety around railroads, especially at grade crossings and for pedestrians, applauded action taken Thursday night by Levi Strauss & Co. to pull from television its "horse" ad, in which, in a fantasy, a woman rides her steed down the tracks toward a train and then leaps safely over it. The ad was created for Strauss by Bartle Bogle Hergarty. Operation Lifesaver teamed with its highway and rail safety partners to petition Strauss on Wednesday to remove the ad because it could encourage risky behavior around trains. OL's coalition letter cites U.S. government figures showing

more than 5000 pedestrians have been killed since 1990 while trespassing on railroad tracks and property.

Via [TRAINS On-Line](#)

Editor: You have probably noted ads in the past that involves behavior around railroads that is not acceptable. It is good to see a responsible company remove an ad like this one.

Milwaukee 261 To Pull Fall Color Excursions

The Friends of the 261 and Amtrak will team up to operate a pair of fall color excursions in early October. On the weekend of October 4-5, 2003 the 261 will run from the shop at Minneapolis Junction to Winona, MN. At Winona, a local trip will run to La Crescent, MN (across the Mississippi River from La Crosse, WI) where the train will be turned. In total, the engine will pull a 278-mile roundtrip each day.

This is over the former Milwaukee Road route, now operated by the Canadian Pacific as their River Subdivision. This line follows the Mississippi River for quite a way, which will allow for some great onboard views. These trips will be contracted to run under the jurisdiction of Amtrak, so the trains will not be the same equipment as past 261 trips. Although some of the 261 cars are Amtrak compatible, not enough of them are so the group will be leasing several cars to fill out the consist. For the Minneapolis to Winona and return trip the coach seats are \$99, first class are \$199 and luxury class are \$299. The short Winona to La Crescent and return trip are priced at \$29 for coach, \$59 for first class and \$89 for luxury class.

Tickets can be ordered by sending check, money order or credit card info to:

Friends of the 261, 4322 Lakepoint Court Shoreview, MN 55126 Please make, sure-you specify which day you want to ride and enclose a self-addressed, stamped return envelope. Tickets can also be obtained via the 261 website: www.261.com

CSX Transportation Construction Projects

Blue Island – By the time you read this the new track will be in service. We had planned for the middle of September but on the 25th of August Jacksonville made the decision to expedite the project and get the track in service. The following is the saga of Blue Island and many sleepless nights:

First, let me list some of the major problems that occurred over time since January 2002:

- -Relocate West Shore Pipeline (1200 feet) and lower Premcore Pipeline
- -Relocate MCI for 5000 feet (there was no additional right of way so they relocated to a point 15-20 feet below the new track).
- -Right of way – 13 parcels and each one a major problem to acquire. One had not paid taxes for 25 years, another was in court, others were just difficult to deal with and bring in Jacksonville RPI, attorneys and land acquisition company; the chain of acquisition became difficult.
- Go before the ICC to gain permission to cross Chatham and Western Avenue with a new track and modify the warning devices.
- Remove service poles – a major feat with ComEdison.
- Get Blue Island on board for the work – another major feat that required several meetings and concessions by the railroad.
- Get agreements with CN and IHB – a major feat that as of this writing has not been accomplished.
- Close street crossings while 139th street OH bridge is closed – CSX agreed to place full time watchman at the crossings to cut trains for emergency.
- Get an agreement with Metra for bridgework, a feat that took 9 months that usually takes more than a year.
- Other problems, soil conditions, underground pipelines in the way, environmental issues found during construction, owner that wanted to arrest contractor for being on property we had the right to be on and then construction problem after construction problem on a daily basis.

Westbound UP train leaving Barr Yard and passing Harvey Junction. Track in foreground is new No. 1 track. Contractor is installing underdrain system after roadbed has been placed.



The contractor moved into the site the middle of July and started in isolated locations. The lack of right of way, a pipeline in the way, lack of the Metra agreement and other items prevented normal construction. He completed most of the drainage and roadbed between Chatham and Western but West Shore Pipeline had to relocate 1200 feet of pipeline east of Chatham and thus we could not work in that area. Metra finally signed the agreement after 9 months back and forth between attorneys and the wall contractor started drilling the soil wall.

At the Metra bridge, for those of you that visited with me this spring had only one location in which to punch a track under the bridge. This area was between the east pier and abutment. The abutment sits on piles driven to rock and only two solutions were available. We could replace the east span of the double track bridge, set the new abutment back some 15 feet, put in deeper girders and spend about \$1.4 million to do the work. The solution picked was to drill and install a soil grout wall under the bridge, 4-feet thick, down to bedrock some 30 feet below. Sheet piling would be used for the wing walls to hold the embankment. The wall would be tied back by "soil nails", steel rods some 30 feet long and grouted into the fill under the railroad. After much review and meetings Metra finally agreed to the soil grouted and nailed wall. For \$650,000 the contractor completed the wall in about 3 weeks and as this is written the general contractor is completing the 18-inch crash wall on the front. To fit the track under the bridge we have 9 feet 9 inches on the north end of the pier and 10 feet 6 inches at the south end of the crash wall – a tight fit to say the least. Vertical clearance is 22 feet 6 inches.

On August 4 we were able to close Chatham Street and CSX laid track across the road, connecting track laid both directions some days before. We had only 5 days to do the work. As part of an agreement between the city and CSX the railroad stationed a flagman 24-hours per day at the Western Avenue crossing should it be blocked. They were to cut the train to allow emergency equipment to pass. On August 11 we closed Western Avenue for 4 days and added the new track with rubber crossing.



Eastbound CP Rail train at Chatham Street on future No. 2 track. New No. 1 under construction west of Chatham. Area to right was purchase of right of way for new drainage system. Note building in background, right of way offsets around building.

The road was opened at 8 PM the night of the 14th and the morning of the 15th we closed Broadway.

From Western Avenue to the Metra bridge, some 1500 feet, the ground was too unstable to construct normal roadbed. We had to undercut some 3 feet below the normal 3-foot distance below top of rail excavation for roadbed. In some areas we went an extra foot. Larger stone and GeoGrid fabric was installed. Utility problems were encountered with Nicor Gas and with luck we got past the pipeline.

On August 18 CSX Train Control (signals) took the Blue Island interlocking out of service. In doing so the signal suspension included Rohl Avenue, CP Harvey, CP Chatham (all on the Barr Sub), CP Vermont (Blue Island Sub) and CP Francisco (McCook Branch). Riverdale, 88th Street and 123rd Street were not included. All trains were run under control of the CSX dispatcher or GTW tower operator. All turnouts were hand throw with switch tenders at each location. The dispatcher or operator would tell the switch tender what ones to line for movement. All speeds were restricted on red signals. CSX had some 40 personnel in 6 gangs checking signals and all warning devices at crossings. On the evening of the 18th the contractor started knocking down the pole line that was installed around 1958. Need-

less to say, photos from the east side will be better in the future.

As soon as the signals were suspended CSX maintenance crews started cutting the east track (old No. 1) into 40-foot sections of 115# rail to be hauled off. By 11 AM they started a cut and throw length of 500 feet of No. 2 track over to the former No. 1 track. By 2 PM the track was connected and around 3 PM the 7-car ballast train arrived. The track was placed in service around 5 PM that night.

By the 20th track was built to about 500 feet east of the Metra bridge. The new turnouts for CP Chatham were installed and connected to the system. The contractor started construction of the roadbed toward Broadway. At the same time they had to relocate water valve in Broadway and in doing so found the pipe under the railroads to be in a different location. This fact was unknown to the city and thus we spent an additional day looking for the crossing, delaying the relocation. The signal gang moved the warning device and in doing so found a SBC fiber cable in the way. Some \$8000 and 5 days later the cable was moved to allow installation. For a time we thought this location would delay the project.

The water line was relocated on the 26th and the warning devices reset on the 28th.

The wall contractor worked until 10 PM on the 27th to complete the main wall and until 7 PM on the 29th to complete the wing walls. We completed final grading under the bridge that night and as I left town I drove on the roadbed, under the bridge, thus probably being the last vehicle under the structure before track. We finally made it – how many times did I wake up at 2 AM and think we would never make it.

Saturday morning CSX started laying track under the bridge. I did not have to go to BI that day but the CSX project engineer kept in touch by phone to let me know progress and minor problems that would come up. At 5 PM Saturday night the ballast train, powered by a Conrail locomotive pulled the first train under the bridge. He said the crew was standing on the front of the locomotive to be sure “they fit”. Sunday the tamper started the process of lining and raising track.

The signal gangs are to return on Tuesday after the holiday and take 12 to 24 hours to test the new routes. Sometime late Tuesday or early Wednesday the track should be in service. I plan to be there to see the first revenue train under the bridge.

We have a long way to go to complete the project. Broadway Street will be rebuilt and if we can get the CN to cooperate we should get it done. There is a lot of cleanup and the contractor will now have difficulty getting to areas due to rail traffic. CSX has agreed to pay the extra money for down time. The contractor already has several requests for change orders and the contract will increase by the end of the year. The change out of the No. 10 crossovers in the interlocking will be put off until next year. Transportation will not allow the work now as we would single track the Blue Island Sub and McCook Branch for some 25 days, a time they cannot live with due to intermodal traffic and the coming holiday season.

For the railfan in the area the pole line is gone and so is some of the parking space they used to have.



By next summer the trains will be moving at 30 mph on all tracks and thus should expedite movement and lessen delay time to the traveling public. In the next 5-6 years the new overpass at Western Avenue may come about and more than likely Broadway crossing will be closed.

For the past few days I have been able to sleep at night and get work done in the office. The worst job in my 35-year career is almost over – whew!

West Virginia - in July the signal department cutover the signals from Weverton, MD to West Cumbo, WV and eliminated NA tower at Martinsburg. All track work had been completed a few weeks prior to that time and in the one-week period all new signals and train control were put in service. Removal of the old crossovers has been complete and all material is being cleaned up. Work has started on the rehabilitation of the historic freight house that will become the new MARC layover facility. Due to delays in getting the FRA/CSX/MARC agreement in place the building has seen more weather damage occur since the bids were taken and more work will be required for restoration. Completion is expected for April 2004.

Walbridge, OH – the contractor has started on the \$1.5 million contract for the new bridge structure over Dry Creek just north of WR tower. New roadbed will be constructed this year as well as a crash wall around a transmission tower. Next year the signal department will take the interlocking out of service for some 45-60 days and the roadbed will be finished and new track placed in service.

I still have my other projects to handle and now that some of these bigger projects are under construction or nearing completion this year I will have more time to keep up with them. In recent weeks NS has given us 6 more projects in Illinois and Indiana and now I can see the “light at the end of the tunnel, but it is still another train”.

The next meeting will feature video of the project and the attached photos are, of course, mine.

Rick

Power outage brings trains in Northeast, parts of Canada to a standstill

NEW YORK CITY - The lights went out across a 600-mile path from New York City to Cleveland, Detroit, Toronto, and vast parts of interior Ontario yesterday afternoon about 4 p.m. EDT, grinding transportation in all forms to a halt. People were stuck on trains, subways, roads, escalators and elevators. At least a dozen major airports were shut down, and power plants throughout the area rapidly went off-line. Amtrak suspended operations between New York and Boston and offered only limited service between New York City and points south. New Jersey Transit and the Long Island Rail Road canceled all service in and out of New York City. This morning (Friday), Amtrak continued to offer limited service between New York Penn Station and points south along the Northeast Corridor, including Newark, Metropark, Trenton, Philadelphia, Wilmington, Baltimore, and Washington, D.C. Cities on the route from Philadelphia on south were unaffected by the power outage.

As of 9:30 a.m. Friday morning, although power had come back in some area, Amtrak service was still suspended between Boston and New York Penn Station owing to the ongoing power problems on Metro-North Rail Road, the commuter agency that owns the Northeast Corridor railroad between New Rochelle, N.Y., and New Haven, Connecticut. As a result, Amtrak canceled its first nine morning departures from Boston – train Nos. 2151, 2153, 95, 2155, 171, 2157, 2159, 83 and 2163. All northbound trains were terminating at New York City with no alternate transportation.

On Amtrak’s Empire Corridor between Albany and New York City, service was offered on a modified schedule, although several runs were canceled, including train Nos. 240, 246, 251 and 255. Amtrak service to and from Montreal and Toronto was operating as scheduled.

Amtrak suspended the Clocker New York-Philadelphia hourly trains, canceling train nos. 622, 624, and 628. New Jersey Transit, which was operating on the Corridor, said it would cross-honor Clocker tickets. Amtrak's Harrisburg Keystone trains 646 and 648 were also cancelled. NJ Transit began restoring limited service today as it started recovering from the outage. NJT was adhering to its reduced Saturday schedule today on the Northeast Corridor, North Jersey Coast Line, Raritan Valley Line, Morristown Line, and Gladstone Branch; all but the Raritan involve electrically powered trains. To the north, NJT planned no morning train service on the diesel-powered Montclair-Boonton Line, Main Line, Bergen County Line, Pascack Valley Line, and Port Jervis lines. NJT's Philadelphia-Atlantic City Line was unaffected and operated normal weekday service.

In New York City itself, the subway system was shut down. In New Jersey, the Newark City Subway and the Hudson-Bergen Light Rail line planned to operate regular weekday service.

Elsewhere, some electrically powered rapid-transit service was also shut down, including the subways in Toronto and the light rail lines in Cleveland. Additionally Toronto's diesel-powered GO Transit suburban rail service was shut down. Freight operations were also affected. CSX operations between New York City, Albany, Buffalo, Cleveland, Toledo, and Detroit were significantly limited as sporadic outages interfered with signals and train communications. Service in and out of New York and New Jersey was seriously affected, producing a cascading affect on operations to and from the Chicago interchange points.

Norfolk Southern operations were also adversely affected, and the railroad issued statements to assure customers they were working as quickly as possible to restore normal service levels. By this morning, power had been restored to several key terminals including Bellevue, Cleveland, and Toledo, Ohio, and Buffalo, N.Y. NS's Detroit office was evacuated owing to a fire in a facility adjacent to its Oakwood Terminal.

Fire breaks out in Chicago subway

CHICAGO, Ill. - About a dozen Chicago Transit Authority Blue Line riders suffered smoke-related injuries when a small fire caused by an overheated third-rail "chair" forced them to evacuate their train underground on the North Side and walk through the tunnel to the Division Street station in the Wicker Park area, according to CTA spokeswoman Anne McCarthy. A third-rail "chair" is the electrical insulator and mechanical support for the contact rail that sits on a wooden tie. Such fires, sources indicate, while infrequent, are known to occur occasionally. The line was returned to service in time for the morning commuter rush. The incident is under investigation.

Via TRAINS On Line 8/8/03

Wheel Report

This summer the chapter received a donation from **Bruce Bird** and **J Parker Lamb** in the amount of \$140.00. "It is our portion of the text payment for our Illiana article that was in Railfan & Railroad magazine this spring. We would like to see the money used by an organization to promote Illiana rail history and DJC NRHS is the best one we could think of."

This very nice donation is much appreciated by the officers and we will see that it is put to good use in promoting rail history in the area.

The **Chicago and Eastern Illinois Historical Society** and the **DJC Chapter** have gathered a group of C&EI Railroadiana that has been loaned Clinton (Indiana) Depot Association. This group has been restoring the ex-C&EI depot over the past few years and this summer will celebrate the restoration. The material that is on loan includes a telegraph key, photos, stock certificates, rulebooks and many other items. The material was prepared by Bob McQuown and will be on loan for one year. If heading through Indiana on Route 63 stop at Clinton and visit the museum.

Two ex-Algoma Central F's that Lance

was talking about are on their way to the Pioneer Railcorp at Peoria, IL via the P&PU. I don't know what Guy Brinkman is going to do with them though. In the computer at work they are still carrying the AC 1750 and AC 1752 marks. They should be headed to Peoria today. Also of note, two former Amtrak Material Handling Cars number 1409 and 1412 but now stenciled MRLX 1409 and 1412 are headed to the C&IM at Taylorville for Kennedy Metal Products, don't know what for, but we switched them and put them into a Decatur block Tuesday AM. They should be heading to Springfield Thursday. *Via Chuck Grigsby, IC Engineer, Champaign, IL*

Operating Sessions

Much to our disappointment, fall is approaching and winter will be upon us soon. Once again we are planning the operating sessions for Rossville. Bill Sandusky will be planning his sessions for the coming season. There have been many changes on the Grafton, Davis and Mt. Storm over the summer months. Rick Schroder will have three sessions after the first of the year. Work has interfered with model work this summer and additional work is needed on the layout and locomotives prior to having sessions.

Rossville Sessions - First Saturday of the month starting at 1:00 PM, **October 4, November 1 and December 6**. Sessions last about 2 hours. This year steam and diesel will both be used and bring some of your motive power. Remember, Kadee couplers are a must. Bob and Rick have revised the car cards and way bills for this season and they should be easier to hold and use. There will also be some track changes at Stanleyville with the ice platform being moved from the engine terminal and the branch line and yard tracks changed. We also plan to run a passenger train this year, just to make it more interest-