

FIRST CLASS MAIL

“THE DANVILLE FLYER”

DANVILLE IL 61834-1013

P.O. BOX 1013

NATIONAL RAILWAY HISTORICAL SOCIETY

## DANVILLE JUNCTION CHAPTER



Blue Island, IL - A CSX eastbound comes off the McCook Branch to the Barr Sub at Blue Island Junction. A UP train on the IHB waits for CSX to clear before heading up the McCook Branch. The photographer is standing on the centerline of the future Third Main Track at Blue Island. The Metra (Rock Island bridge) is in the background. Photo by Rick Schroeder

# DANVILLE FLYER

*A PUBLICATION OF THE DANVILLE JUNCTION CHAPTER, INC. NRHS*

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

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

Membership in the Chapter is open to anyone having an interest in any aspect of railroading. Dues per year are \$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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### *September 15, 2002*

Danville, IL - Regular monthly meeting at the Pizza Inn, Williams Street and Gilbert Street (Route 1), next to the CSX mainline to Hillary.

### *September 8, 2002*

**Rosemont, IL - trip to Chicagoland Hobby Show, Rosemont Civic Center, see Page 4 in this issue for details about the trip.**

### *September 21 & 22, 2002*

Monticello, IL - Railroad Days at the Monticello Railway Museum.

### *October 19 & 20, 2002*

Indianapolis, IN - Great American Train Show, State Fairgrounds, 10-4, \$7

### *October 20th, 2002*

Chicago area - 11th Annual Chicago

Railrodiana Show, Indiana lake Resorts, 250 W. Schick Rd, Bloomingdale, IL 10 AM to 3 PM, adm \$5

### *November 2, 3 & 9, 2002*

Monticello, IL - Throttle time at the museum, special fare lets you operate one of the diesel locomotives.

### *Operating Sessions*

See Page 4 for a list of operating sessions at Rossville, the Grafton, Davis and Mt. Storm Railroad and the Danville and Western Railroad.

### Next Meeting

The next meeting will be September 15 2002. The program scheduled will be the trip to PA and MD as per in the article in July issue by Bruce Bird. Rick Schroeder will present a video of the trip that the four members took in June of this year. For you steam buffs, steam on the Western Maryland Scenic and East Broad Top will be featured. Additional shots of NS (CR) and CSX will be featured but do to the length of the tape we will feature steam at its best.

Allen Cooke got some new brochures printed and we finally got listed in the magazine sections of the two local newspapers. The hot weather kept many visitors away but by late July and early August we started seeing more people stopping. Remember that we will be open Labor Day weekend, Saturday through Monday, and could use the help. We usually



have an increase in visitors due to the sales setup downtown.

At the last meeting we discussed a fall trip to Chicago via Amtrak to visit the model railroad shown held in Rosemont. Bill Sandusky has checked and fares are much higher than expected. Plus we are never sure of departure time from Champaign and thus we have decided to drive part way to Chicago and ride Metra downtown. Check this issue for details and contact president Dave Sherrill or Bill if you plan to go.

Secretary Al McCoy has moved, his new address is 1411 N. Gilbert St and phone number is 431-8731. Member Bob Lehnen has received his 25-year NRHS pin. Congratulations Bob.

## Remote Control on Norfolk Southern

On July 1, NS' East Yard switch job (DL-21) went to remote control operation of the locomotive by the Conductor and Brakeman. Both are FRA "qualified" and carry the remote control units on a specially made orange reflective vest. The remote control units attach to the front of the vest (I think they told me they weigh about 5 pounds) and the Conductor can transfer control to the Brakeman or vice-versa. I'm not sure if DL-22 (the afternoon switch job) has gone to remote control operation yet, but I believe it has.

I was watching them switch today in front of the yard office and as much as I hate to admit it, they were doing a really good job! The remote controls units are easy to spot as they have flashing yellow strobe lights on each side of the cab, which only flash when the locomotive is being operated by remote control. I also noted the bell automatically rings for about ten seconds when the unit is throttled up. Small signs have been placed at the entrance to East Yard and while I don't recall its exact wording, it basically informs (warns?) all who enter those locomotives may not have anyone on board. I'll try to get a digital image of it tomorrow and post to the photos area.

The times they are a changin' whether we like it or not...

By Jim Sinclair

## Amtrak's Capitol Limited derails near Washington

Amtrak's eastbound *Capitol Limited* derailed in Kensington, Md., this afternoon, injuring about 90 passengers and leaving several Superliner cars overturned or leaning against trees in the suburb of Washington, D.C.

At least 30 of the train's 173 passengers and 12 crew members were seriously injured in the 1:55 p.m. wreck, the Associated Press reported. Although 90 passengers were injured, there were no immediate reports of fatalities.

The train's engineer reported seeing a sun kink in the rail moments before the derailment, The Washington Post reported, citing Amtrak sources. The temperature in the area was in the mid-90s at the time of the wreck, which is consistent with temperatures necessary for a sun kink to form. The National Transportation Safety Board sent a team to investigate the wreck.

In television footage, both of the train's locomotives – led by P42 No. 154 – appeared to remain on the tracks. Amtrak said that preliminary reports indicated that 11 of the train's 13 passenger cars derailed. About six overturned, and at least two of them went down an embankment.

Initial media reports said that as many as six passengers were trapped in the wreckage. All have since been freed. Rescuers used ladders to climb on the overturned cars, and could be seen standing on the sides of the cars.

The derailment occurred on a 70-mph stretch of CSX's Metropolitan Subdivision, about 11 miles west of Washington Union Station. The route also carries MARC Brunswick Line commuter trains, which were cancelled for this evening's rush hour and Tuesday morning's commute.

Today's westbound *Capitol Limited* was to leave Washington Union Station around 5 p.m. for a detour via Halethorpe, Md., on CSX's Capitol Subdivision. The train was to have a MARC locomotive in the lead, and was to turn on the wye after leaving the station. The MARC power was to cut off at Halethorpe, where the *Capitol* was to head west over the Old Main Line Subdivision to Point of Rocks, where it joins the Metropolitan Subdivision.

Amtrak said it has sent a customer care team to the site, and established a toll-free phone number, 1-800-523-9101, for families with relatives aboard the train. Considering Amtrak's already depleted supply of Superliner equipment, the derailment may wreak havoc with its ability to field a full fleet of Superliners during the busy summer travel season.

"This will impact us," Amtrak President David L. Gunn told The Washington Post. "We're scratching our heads on what to do now."

Amtrak Chief Operating Officer Stan Bagley Jr. has said that a major derailment involving Superliner equipment would force the railroad to cut service due to a lack of substitute cars. The April derailment of the *Auto Train* in Crescent City, Fla., added several Superliners to the wreck-damaged dead line at the Beech Grove shop complex in Indiana, and Amtrak was forced to shuffle train consists due to a shortage of equipment.

Gunn today ordered his chief mechanical officer to begin the repair process at Beech Grove immediately, The Post reported. No cars will emerge right away, though, since some of the more than 250 shop workers that were laid off this winter must be recalled to work first. Amtrak has about 98 repairable pieces of equipment at Beech Grove's dead line. They include 42 Superliners, 33 single-level cars, 16 mail, baggage and express cars,

and seven locomotives. Of that rolling stock, 56 pieces could be repaired and placed in service within 18 months, mainly on long-distance trains where they are needed the most, Amtrak has said. The equipment was allowed to languish at Beech Grove while Amtrak cut costs in pursuit of operational self-sufficiency, the goal Congress set for Amtrak in 1997.

Last week, Sen. Thomas Carper, D-Del., successfully attached a measure authorizing \$55 million in funding for the repair of the wreck-damaged equipment to the national homeland security bill. Alternately, Amtrak would be able to fully repair the wreck-damaged equipment at Beech Grove if Congress approves spending \$1.2 billion on Amtrak for the fiscal year that begins October 1, railroad spokeswoman Karina Van Veen said before the derailment today

[Via Trains On-Line](#)

## **KBSR News**

Thanks to Bob Garner, KBSR general manager, for the information.

1. The trackwork I mentioned in the last installment has been completed. In addition, five bridges, mostly in the Sheldon to Kankakee corridor, have been redecked. New trackwork (tie replacement, ballasting, tamping) will begin soon between Sheldon and St. Anne.

2. RS-11 #312 still hasn't been repainted. Instead, the plow usually stationed at Beaverville has. The plow unit appears to be an old RS-11 whose engine and cab have been removed. It's been ballasted to restore some of the weight lost when the engine was taken out. The unit is now sitting in the barn at Iroquois Junction. I took some photos of it, but it's dark in there and the flash on my camera is not very powerful. I haven't had the film developed yet, but if any of the prints look halfway decent, I'll post them in the photos section. Otherwise, the unit will probably be returned to Beaverville sometime in the near future and you can shoot it there. It looks sharp.

3. Although troublesome at times, all five Alcos are in good operating condition, and there are no current plans to retire any

of them.

4. Mid-America lease unit #1501 (a rebuilt Geep) still sits on a stub track at Iroquois. It's off lease, but can't be moved until some new parts are installed. Until the lessor delivers them, it will continue to sit at Iroquois.

5. Now for the big stuff. KBSR is considering building a transload (truck-rail transfer) facility at Kankakee. The idea would be to transport TOFC/COFC equipment handed off by NS and CSX at Lafayette or Danville to the new facility, which would be located about a mile from the CNIC junction. No final decision has been made yet, but who knows? Maybe someday we'll see intermodal trains rolling down the KBS.

[Bill Gustason \(Illiana List\)](#)

## **Artist Ted Rose dies at age 61**

Acclaimed artist Ted Rose – whose evocative watercolor scenes captured railroads and railroaders alike – died Friday of cancer at his home in Santa Fe, N.M. He was 61.

Rose's artwork, sought after by collectors, railroaders, and railfans, perhaps reached its widest audience when he was commissioned by the U.S. Postal Service to create five watercolors of streamlined passenger locomotives, which were subsequently issued as postage stamps.

"His images brought emotion into railroading for the first time," said TRAINS Magazine Editor Mark W. Hemphill. "And not just an all-is-wonderful emotion, but a true look at the beauty and isolation of the railroad, from squalor to grandeur, all in the same painting."

"He was perhaps the greatest railroad painter I'll ever meet in my lifetime," Hemphill said. "But more than just a painter, Ted was a student of railroading and a person who cared about others more than himself."

Thomas H. Garver, a curator who wrote

the introduction to Rose's 2000 book, *In the Traces: Railroad Paintings of Ted Rose*, said Rose's work was eloquent.

"The works are an eloquent and absorbing view of industrial America, especially of railroads as an integral part of the man-made landscape ... These masterful watercolors well describe the atmosphere and life along the tracks during the last half of the 20th century," Garver wrote.

Rose, who was born in Milwaukee and earned a bachelor of fine arts from the University of Illinois, said he hoped his art would allow viewers to see the railroading world from his perspective.

"My reality often involves railroad subjects. Railroad places are a significant part of the American landscape and the reason much of the country looks the way it does," Rose wrote in "In the Traces." "The American place is often a railroad place, manmade and human scale – urban, industrial, rural.

"So I'm a realist. I work to have my paintings take on a life of their own. I think of them as small fictions, part of a narrative, set in place and time, with my own sense of reality to bring them off," he wrote. "If I'm able to set the contextual stage well enough, viewers can see the play or experience my reality as akin to their own."

Rose was a Signature Member of the American Watercolor Society, the National Watercolor Society, and several regional art societies and associations. His paintings have received consistent recognition in juried and invitational exhibitions and appeared often in books, magazines and exhibition catalogs.

Rose is survived by his wife, Polly, and two children.



## International Hobby Shop

### *Chicago Trip - September 8.*

Our trusted tour guide from Rossville will lead the Chapter on a rail excursion to the Windy City to visit the International Hobby Show at the Rosemont Civic Center. "Clinker" Bill Sandusky has prepared an itinerary for the trip as follows:

**7:15 to 7:30 AM - Meet at Metra University Park Station**

**7:50 AM - Depart University Park on train #804, arrive downtown at 9:00 AM, walk to CTA and catch breakfast on the way.**

**10:00 AM Depart CTA Blue Line**

**11:30 AM Arrive River Road Station, Rosemont**

**2:00 PM - Depart hobby show and take CTA to Chicago.**

**3:30 PM - Arrive downtown, walk to Metra.**

**4:30 PM - Depart Chicago on Metra #813**

**5:45 PM - Arrive University Park - dinner and drive home.**

The International Hobby Show features trains, planes and all other types of hobby items. This is a "non sale" show and is open to the public only on Sunday. After spending time at the show we will meet and walk back to the CTA for the ride back to downtown Chicago. We understand that this may be the last year the show will be in the Chicago area and may also be the last that the public can visit.

For those that want to ride Metra to other locations during our visit you can walk to Union Station or the former C&NW station. Remember, Sundays have limited service on many of the Metra lines and some have no service.

The cost to ride Metra is \$4.00 each way, the CTA will be \$1.50 each way and the hobby show is about \$10 to enter. Food will be on your own. We may not have much time after arriving in downtown to eat so will wait until we arrive at University Park. You will need change to ride both Metra and the CTA as most of the stations are not manned.

We will meet at the museum in Rossville to car pool to the station. Departure must be no later than 5:45 AM to make the schedule 7:30 arrival in University Park. **Call President Dave Sherrill, 217-759-8014, or Bill Sandusky at 748-6445 to let us know if you are going.**

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## Intermodal traffic continues its hot streak

Intermodal traffic on U.S. railroads was above year-earlier levels for the 18th consecutive week during the week ended August 10, the Association of American Railroads said today.

Intermodal volume totaled 192,835 trailers and containers, up 8.1% from the comparable week last year. Carload freight was up 2.9% from last year, totaling 341,599 cars, with loadings up 3.6% in the West and 2.0% in the East. Total volume for the week was estimated at 29.2 billion ton-miles, up 3.2% from the comparable week last year.

Twelve of 19 commodity groups registered increases from last year, with loadings of farm products other than grain up 25.7%, metallic ores increasing by 25.5%, metals gaining 16.6% and nonmetallic minerals up 10.7%. Loadings of primary forest products were off 11.2%, while coke volume declined by 8.7%.

The AAR also reported the following cumulative totals for U.S. railroads during the first 32 weeks of 2002: 10,423,363 carloads, down 1.4% from last year; intermodal volume of 5,658,755 trailers and containers, up 4.9%; and total volume of an estimated 893.2 billion

## Operating Sessions 2002/2003

### *Grafton, Davis and Mt. Storm - Rossville*

Operates from 12:30 to 4 PM, 309 Dale.

**September 28**

October 26

November 23

December 28

January 25

February 22

### *Chicago, Illinois and Eastern - Rossville Museum*

Operates Saturdays from 1:00 to 4 PM

**October 5**

November 2

December 7

January 4

February 1

### *Danville and Western Railroad - Champaign*

Operates Sundays from 1:00 to 4 PM, 1819 Coventry

November 10

December 29

February 9

Please contact the owner of the railroad, Bill at 748-6445 or Rick, at 359-2868, if you intend to markup on the board for operation on one of these days. Refreshments will be served at all facilities.

ton-miles, down 0.6% from last year's first 32 weeks.

Intermodal traffic was up but carload volume was down on Canadian railroads during the week ended August 10. Intermodal traffic totaled 36,196 trailers and containers, up 9.4% from last year. Carload volume of 55,079 cars was down

1.1% from the comparable week last year.

Cumulative originations for the first 32 weeks of 2002 on the Canadian railroads totaled 1,901,264 carloads, down 3.4% from last year, and, 1,196,044 trailers and containers, up 8.3% from last year.

Combined cumulative volume for the first 32 weeks of 2002 on 16 reporting U.S. and Canadian railroads totaled 12,324,627 carloads, down 1.7% from last year and 6,854,799 trailers and containers, up 5.4% from last year.

## Genesee & Wyoming to Acquire Utah Railway

August 20 - Genesee & Wyoming Inc. (GWI) announced today that it has signed an agreement to acquire the Utah Railway Company (UTAH), a wholly-owned subsidiary of Mueller Industries, Inc. (NYSE: MLI) for \$54 million in cash, subject to working capital adjustments. UTAH operates over 423 miles of track from Ogden, Utah to Grand Junction, Colorado and interchanges with both Union Pacific (NYSE: UNP) and Burlington Northern Santa Fe (NYSE: BND). Founded in 1912, UTAH operates over 45 miles of owned track and 378 miles under track access agreements. These trackage rights include agreements with the Union Pacific from Provo, Utah to Grand Junction, Colorado and with BNSF from Provo, Utah to Ogden, Utah. In addition, UTAH serves industrial customers in and around the Salt Lake City area through trackage rights from the Utah Transit Authority. UTAH serves its customers using 23 locomotives.

GWI has appointed James N. Davis, currently Vice President-Field Operations of its Rail Link subsidiary, as General Manager to head its new UTAH region. For the twelve months ended June 30, 2002, UTAH reported approximately \$23.7 million of revenue. UTAH serves three principal business segments: (i) a unit coal train business, primarily shipping low sulfur, high BTU coal to utilities in Utah and Nevada as well as to export and other industrial markets, (ii) a switching service

Some time back we found a map on the Internet showing the railroads, and proposed lines, around the 1870's. Note this part in Vermilion and Champaign County. The Glenburn branch is shown and it extends north as a proposed line. Several other proposed lines, light lines, are indicated on the map. Existing, or under construction lines, are shown heavier.

for BNSF, and (iii) the Salt Lake City Southern Railroad (SLCS), which serves industrial customers in the Salt Lake City area.

GWI projects that the UTAH acquisition will be immediately accretive to its earnings per share. GWI initially plans to fund the acquisition under its existing \$103 million revolving credit facility. As of June 30, 2002, pro forma for UTAH, GWI's total debt to capitalization is approximately 36.2%. The Company has agreed to purchase the stock of UTAH and its wholly owned subsidiary, the Salt Lake City Southern Railroad, under Section 338 (h)(10) of the U.S. Tax Code and will therefore benefit from the stepped-up tax basis of the UTAH assets. The Boards of Directors of both GWI and Mueller have approved the transaction, which is subject to regulatory approval as well as other customary closing conditions. The acquisition is expected to be completed by the end of the third quarter. GWI also announced that it has received an underwriting commitment from Fleet National Bank ("Fleet") for \$250 million in new senior secured credit facilities (the "Facilities"), subject to customary conditions. Fleet's commitment provides GWI with access to capital for general corporate purposes including additional acquisitions. It is expected that the syndication of the Facilities to a broader group of lenders will commence shortly after the closing of the UTAH acquisition and will be completed approximately 30 days thereafter. Upon completion of the new financing, includ-



ing the debt incurred to finance UTAH, GWI expects to have approximately \$150 million of unused borrowing capacity available under the Facilities. Mortimer B. Fuller III, Chairman and CEO of GWI, commented, "The Utah Railway has provided 90 years of excellent service to the coal producing region of Utah and has been well operated by its parent company.

In recent years it has increased its presence by providing switching for BNSF and by the acquisition of the Salt Lake City Southern Railroad. As our most significant domestic acquisition to date, we believe that under our ownership we will be able to build upon the long history of UTAH and create new opportunities for growth." GWI is a leading operator of short line and regional freight railroads in the United States, Canada, Mexico, Australia and Bolivia, and provides freight car switching and related services to industrial companies that have extensive railroad facilities within their complexes. The Company operates in five countries on three continents over 8,000 miles of owned

and leased track. It also operates over an additional 2,700 miles under track access arrangements.

*Via RailPace -G&W - posted 8/20*

## Iowa, Chicago and Eastern

The Iowa, Chicago & Eastern began operations with as much of a normal turnover as they could hope for. There were a few minor glitches and one major one--the IC&E had yet to secure trackage rights over Metra east of Elgin, IL for their trains into and out of Chicago.

The sticking point seems to be that the IMRL still owes CP Rail in the neighborhood of \$5 million (reportedly) for their portion of trackwork that the CP performed on the Metra-owned trackage between Randall Road in Elgin and Bensenville. Since the debt is still outstanding, Metra will not allow the IC&E to operate east of Elgin. There also seems to be a disagreement between the IC&E and Metra on the amount of liability insurance coverage needed to operate over the commuter rail carrier.

So why doesn't the IC&E just pay the debt--after all, they took over the IMRL wouldn't they be responsible for any unpaid debts still owed by the former railroad that they just acquired? Good question. Well it seems that the answer is that the DM&E/CARH only purchased the ASSETS of the IMRL, and didn't assume any of the debts that were still owed. So somewhere out there is a chunk of unpaid trackwork and because of it, the IC&E has been operating into Chicago via a maze of different routes.

As we mentioned last month, the IC&E got overhead haulage rights negotiated with the CN/IC to run on the Iowa Division from Dubuque, IA in to Hawthorne and then down the BRC to Clearing Yard and over the Iowa Interstate to run from Davenport, IA over their ex-Rock Island line and then over the CSX into Chicago land. The problem with both of these routes is that the IC&E is not operating with their own crews--they simply hand their traffic over to either the CN or the

IAIS and they take the IC&E trains (with IC&E locomotives) either into or out of Chicago. When the DM&E President announced that they were going to buy the IMRL he proclaimed that "Chicago is Rome" in regards to how important it was for his system to be able to access Chicago for future growth--especially for their ambitious Powder River Basin coal project. So for the time being the IC&E is paying either CN, IAIS, BNSF or CP crews to operate their traffic into Chicago. Sort of like handing over all your traffic going into and out of Rome at the border between Italy and Switzerland!

Although the CN Iowa Division and the IAIS mainline certainly have the ability to handle additional traffic, since each line only sees one through train each day (although the IAIS/CSX portion east of Ottawa, IL is busier than that), the issue of available crews has quickly caught the lowly IC&E trains sitting in sidings with the IAIS and CN crews dead on their hours of service.

The first IC&E train into Chicago ran out of Davenport on the IAIS on the evening of July 30, powered by FURX SD40-2s. The first westbound over the IAIS was set to operate the next day, but some problems in Blue Island Yard prevented the train from leaving with enough time left for the crew to work and make it off Metra before the curfew would begin, so the train never departed the Indiana Harbor Belt yard.

The CN/IC Iowa Division sprang to life with what was believed to be the first westbound move out of Chicago on the afternoon of July 31. The IC&E symbol MBRDQ (Manifest, BRC Clearing to Dubuque, IA) was operated by a CN crew out of Clearing Yard up the BRC to Hawthorne Yard and then west on the Iowa Division. The train had the IMRL 213 & 208 rolling 82 cars through Perryville (Oust east of Rockford) at 6:21 p.m. that evening. Scanner chatter indicated that the crew was going to die on their hours of service at Scales Mound and that the CN was calling another crew to dog catch their train. The train was basically an old IMRL 263 symbol; with numerous empty covered hoppers for grain along with CSX coil steel cars heading for the IPSCO steel

plant at Montpelier, IA and KCS boxcars.

The CN/IC is having problems with available crews and has limited the IC&E to running only 10 trains per week over the route between Dubuque and Chicago.

The following week and a half since that have found the CN/IC running IC&E trains on a regular basis (but just not on a predictable schedule), although the IMRL power has given way to more and more FURX locos. The trains running on the CN seem to mainly be grain traffic that would go to and from Mason City, but the coil steel cars and KCS boxcars would evidently be turned south at Dubuque to venture down the river toward IPSCO or beyond, to Kansas City.

The Iowa Interstate seems to be running eastbound trains out of Davenport to the IHB's Blue Island Yard on a regular basis, but they normally leave the Quad Cities about midnight. This puts the train into Blue Island in the morning hours. IAIS employees on the Internet mention that there is a 5200' maximum length on eastbound trains into Chicago. The IAIS is also handling westbound traffic out of Blue Island to Davenport, with those trains running as rested crews and operating slots in Metra will allow them to run.

The IC&E even called upon the BNSF to handle a few trains between Savanna and the BRC's Clearing Yard. The BNSF handled both an east and westbound with their symbols F-SAVBRC and F-BRCSAV for the IC&E right around Monday, August 5. The BNSF later informed the IC&E that they would only be able to handle additional traffic if their routes were blocked due to derailment, flood or some other operational problem and not because of a financial misunderstanding with Metra so this route was a short-lived one.

The next line to see IC&E trains was the CP. They are handling IC&E traffic between River Junction, MN (LaCrosse) and Chicago since the early part of August. These trains were evidently grain traffic that was sent north out of Marquette to River Junction and then back eastward on the CP to Chicago. While on the CP, these trains carry the J1 and J12 symbols.

## Wheel Report

On Saturday, August 10 the J12's crew was ordered out of St. Paul to taxi down to River Junction (La Crescent, MN) and take the IC&E train to Portage, WI, the next crew change. This train should have been out of La Crescent sometime between 9-11 a.m. After a Portage crew change, the train would have arrived at CP Rail's Bensenville Yard. Westbound J11 was called out of Bensenville at 1:30 p.m. also on 8-10 and a Portage crew for it was shown on duty there at 8 p.m. These trains have been running pretty regularly since around August 7.

The Illinois portion of the IC&E east of Savanna since the takeover hasn't seen a through train. The only thing running across the line anymore have been the Davis Junction or Savanna based locals. The 920 local (at least that's what it was in IMRL days) is still going on duty at Davis Junction in the early morning hours on Sunday through Friday and performing what local work needs to be done on the line between Hampshire and Savanna. The farthest east the local has went since the IC&E takeover has been Heinz Lumber just east of Hampshire. The segment through Pingree Grove up to Randall Road where the Metra ownership begins hasn't seen a rail movement since the final 112 train of the IMRL. There no longer is any IC&E interchange to the EJ&E at Spaulding.

The duty of bringing traffic up from Savanna for the Rockford branch is being performed by either the Davis Junction based 920 local or the Savanna based 924 local. It seems that whichever local has the lesser amount of work will make the run between Davis Jct. and Savanna.

On the morning of Friday, August 9 the 920 local with IMR-L SD9612 and DM&E GP38 3803 had 34 cars heading eastward through Byron, IL as they were on their return trip from Savanna. When the crew got back to Davis Junction that performed some switching to break the train up into north and east traffic and then tied the engines down on the east leg of the wye.

It is thought that the IC&E will eventually come to an agreement with Metra that will see resumption of service over their own route between Savanna and Chicago via

Elgin, but for now (and quite possibly until the end of August and maybe longer) the "C" in IC&E doesn't quite stand for Chicago yet. Maybe they should be the IK&E-Iowa, Kittredge and Eastern--has a nice ring to it.

### *IC&E TRAIN SYMBOLS*

The IC&E has adopted an alpha-code system for train identification. There is a one-letter prefix, denoting the type of train and then a two-letter code showing the originating point and a two-letter code for the destination. The prefix codes are as follows:

A--Autos B--Bypass (run through)  
G--Grain M--Manifest P--Potash  
F--Feed (KCS Bullet trains)  
C--Coal

The two letter origin/destination codes are:

BE--CP's Bensenville  
BR--BRC's Clearing Yard  
BY--Byron, IL IB—  
M's Blue Island Yard  
IN--IHB's Norpaul Yard  
KC--Knoche Yard, KC  
KN--Neff Yard, KC  
MC--Mason City, IA  
MN--Minneapolis, MN  
MQ--Marquette, IA  
MU--Muscatine, IA  
NA--Nahant Yard, IA  
RO--BRC, Rockwell St.  
SP--St. Paul, MN

The local trains seem to be keeping their 900-series identification, but this may change after a while (or maybe already has changed, but the crews still use the old symbols).

To keep abreast of the changing IC&E rail operations, join the ICERail mailing list through Yahoo groups. Go to [www.yahogroups.com](http://www.yahogroups.com) and search for "ICERail". Click on the subscribe button and you'll be getting all the latest news (and the outlandish rumors) through your computer. Chapter member Joel Kirchner also has an unofficial ICERail web site up with a roster and additional info. Find it at: <http://illinirail.50megs.com.icerail>

*Via North Western Limited, NW1 Chapter*

"The tragic events of September 11 have forced our constituents to evaluate viable alternatives to driving and flying, and passenger rail, particularly Amtrak, was there when many of our citizens needed it. It is clear that a regional network of high-speed train corridors feeding into a national system of long distance trains operated by Amtrak is a real alternative, but is dependent on meaningful and sustained federal investment."

—Boston Mayor Thomas M. Menino, president of the U.S. Conference of Mayors, in a July 24 letter to President Bush. The mayors' group reiterated its support for high-speed and conventional passenger rail during its meeting last month.

### *Via Trains On-Line*

...At the All-Star Break, Canadian National is once again leading the race for the operating ratio-batting crown. The second-quarter ratios, in order: CN, 68.4; Canadian Pacific, 76.3; Union Pacific, 79.3; Norfolk Southern, 79.8; Burlington Northern Santa Fe, 81.4; CSX, 84; Kansas City Southern, 86.5.

For a lesson on the wrong way to influence public opinion, look no further than the Florida High Speed Rail Authority, which hired off-duty state troopers to randomly pull over 2500 motorists traveling on Interstate 4 last month. The motorists were ordered to pull over at a rest stop so interviewers could ask them questions about the state's proposed bullet train as part of a survey. The legal but dubious practice was halted after a public outcry. I can only imagine what was going through motorists' minds: "You pulled me over to answer questions about a @\$% train!"

August 10 - The UP was congested around VG this Saturday morning at 7 am. Two northbounds were on the main and a southbound auto parts train was trying to get the two northbounds to clear so he could head south. The radio conversations went something like this:

First train engineer: "I'll pull up a car or two." Second train engineer: "that will help, but I'm not sure I can clear the end of my train." Southbound engineer:

“you’re still blocking me a bit.” First train engineer (who was also being relieved): “I’ve got a car or two more (before he crosses IL 130).” Second train engineer: “don’t roll back and couple me.” Unknown radio voice: “wouldn’t be the first time, Jack.”

Finally the southbound has room to exit the siding and the crew van is called to pick up the second train crew. Through all this, the dispatcher is agreeing with everyone to make this work. He also was talking to a southbound train stopped at Glover that would need to be re-crewed and a northbound “Salem dog-catch crew” somewhere south.

It was obviously going to be fun for a while in Villa Grove. *Walt B.*

August 21 - If anyone is out and about now, I was just listed on the NEW UP train that goes to Salem, IL via the new wye at Kimmundy. It is symbolled E271. It is UP symbolled AGFSH. This is THE maiden voyage. We are called at 1230 PM at Champaign. Good luck. I’m not sure what power we’ll have. Hopefully some UP Air-conditioned stuff. Or at least some cool SP power like some Tunnel Motors or DRGW units.

*Via Chuck Grigsby, IC Engineer, Champaign, IL*

Livonia, Avon & Lakeville railroad purchases more Alco locomotives: The L A & L Railroad has purchased three more Alco’s, including Hudson Bay (ex-BRC) C424 603, Arkansas & Missouri (ex CP) C630m 70, and Cape Breton & Central Nova Scotia (ex CN) C630m 2029.

## **UP and NS Offer New Expedited Intermodal Service to Mexico**

Norfolk Southern Railway and Union Pacific Railroad announced on August 12 a new service that trims up to three days from current transit times on intermodal shipments from eastern cities to Laredo, Texas, and to Mexico.

The new expedited UP/NS intermodal service offers a variety of transportation options with transit times and rates that are truck-competitive. Service originates on Norfolk Southern in Atlanta; Charlotte, N.C.; Jacksonville and Miami, Fla., and Harrisburg, Pa. Norfolk Southern gives the shipments to Union Pacific at Memphis, Tenn. Union Pacific also offers this service from its Marion, Ark., intermodal facility. Destinations include Laredo, Mexico City and other major markets in Mexico.

“By teaming up with NS, we are able to offer customers in the eastern and south-eastern United States a real competitive alternative to moving their shipments by truck,” said Randy Blackburn, Union Pacific Railroad’s vice president intermodal marketing.

“We’re offering the first dedicated train service to Mexico for shippers throughout the East,” said Mike McClellan, Norfolk Southern vice president intermodal marketing. “Border shipments traditionally travel by truck, and our latest partnership provides a reliable, secure and economical alternative to long-haul trucking on congested highways.”

Three types of service are available for customers seeking the value of rail delivery.

\* Trans-Border Express service provides all-rail, seamless service to Mexico City with dock-to-dock Internet shipment tracking. This single-price, single-bill service moves in-bond, clearing Mexico customs in the interior of Mexico, rather than at the Laredo border. UP interchanges with Transportacion Ferroviaria Mexicana (TFM) at Laredo.

Customers have the option of arranging local drayage or having UP arrange delivery once containers arrive in Mexico City.

\* Passport service shipments move by rail to Union Pacific’s intermodal facility at Laredo, where UP arranges the motor carrier movement to any Mexican destination.

\* Conventional service offers seamless, ramp-to-ramp rail transportation to Laredo and allows the customer to arrange local

container pickup and final delivery beyond the border.

Intermodal services offered by UP and NS, including guides and schedules, are available online at the railroads’ Web sites ([www.nscorp.com/intermodal](http://www.nscorp.com/intermodal) and [www.uprr.com/customers/intermodal](http://www.uprr.com/customers/intermodal)).

*NS & UP News Release*

## **Acela Removed from Service**

On August 13 Amtrak removed all of its high-speed Acela trains from service after discovering cracks and breaks in a heavy bracket on the wheel sets which could fall under the train and cause a derailment or hit other trains and objects along the right of way.

Amtrak President David L. Gunn said he will meet today with representative of Bombardier of North America, the train’s manufacturer, to begin immediately to design a repair program.

He said, as of this morning, he is uncertain when the Acela can begin operating again and at what speed.

Meanwhile, Amtrak set up hourly service using regular equipment from Washington and New York, with other service to Boston in an effort to keep passengers moving.

“This is a very serious service problem,” Gunn said. “It is not good for our passengers.” Passengers are encouraged to call 1-800-USA-RAIL for updated information.

The defect was discovered on one of the 18 train sets that Amtrak has accepted from Bombardier, during a routine inspection at the Boston maintenance facility Monday afternoon. During the afternoon, as a precaution, Amtrak slowed all Acela trains to 80 miles an hour, from their normal speeds of up to 150 miles per hour, and today decided to cancel all service pending further inspections.

Amtrak Chief Operating Officer Stan Bagley said, as of this morning, nine of the train sets had been inspected. Two were

found to be all right but four exhibited cracking around bolt holes that indicated a failure was imminent and three trains had broken brackets. The brackets are called yaw dampers and are intended to prevent the train from rocking horizontally at high speeds. The train can run without a yaw damper, but the main worry is that the more than 200 pounds of steel involved would crack off, fall and cause a derailment.

“There’s a lot of steel there,” Gunn said. “It would not be good. It could cause a derailment, but it could also hit something else.” Even before yesterday’s discovery, Acela had been plagued by mechanical problems. Just last month the trains averaged a breakdown for mechanical reasons every day, prompting Gunn to say he would not order any new Acela trains. “The train is causing us a lot of trouble. I’m not going to order any more of those.”

Gunn said the problems range from the serious—one Acela electronic braking system froze up and blocked other traffic north of Union Station—to less serious, such as restroom doors that sometimes stick and trap passengers inside.

Despite the problems, passengers have taken to the train. Acela and other Amtrak services have proved so popular that Amtrak now carries more New York-Washington passengers daily than both the Delta and US Airways shuttles combined.

“When it works, passengers love it,” Gunn said recently. Under the Acela contract, the manufacturer is responsible for the cost of maintenance and upgrades. But Amtrak and the Bombardier-Alstom consortium disagree on the extent of the responsibility. Disputes have grown so heated that the two are suing each other in federal court, each charging the other was responsible for delays and mechanical problems.

Amtrak is supposed to get a total of 20 Acela sets. But last month, it refused to accept the 19th set because some of the

agreed-upon modifications had not been made. Gunn said there is some question about when, and if, Amtrak will receive the 20th train set, because it has been used for parts.

*Internet from The Washington Post*

## Construction Projects

### *Norfolk Southern*

The design of the Keystone Buildout project at Saltsburg, PA is nearing completion and NS plans to show to contractors

late September or early

October. Environmental,

Geotechnical and

right of way issues

have delayed the project

that we hoped to

start in the spring

of 2001. Many of

you may not be

aware of it but if a

project takes 3 years to design and costs

\$1 million for the design, about 30% of that

involves environmental and cultural issues.

In this case the geotechnical portion

played a major part of the design delay and

additional cost to NS.

Many of the overhead bridge projects are

nearing completion for this fall. We are

reviewing the proposed bridge work involving

the relocation of Route 3 in the East St. Louis

and Madison area. Illinois Route 3 is being

relocated due to the new bridge construction

for I-70 that will occur in 2004/5 over the

Mississippi River at St. Louis. NS will be

relocated in several locations and part of that

work will begin late this year. In addition,

there will be 8 new bridges over NS.

### *CSX Transportation*

The West Virginia project has seen the

first universal crossover installed at

Shenandoah Junction, WV. Work was

completed in early August and the signal

department is in the process of installing

signals. Some track work still remains. The new control point will go into service next spring. The contractor will move to CP Byrd, a new control point to be built about 2 miles east of Martinsburg. This control point will replace the tower located in downtown Martinsburg next to the depot. On September 11 we will be showing the MARC facility to contractors in Martinsburg. This project involves reconstruction of the historic freight house and construction of 2 layover tracks for MARC trains. Construction should be complete the early fall of 2003.

Blue Island, IL – CP Chatham is up and running as of August 20. However, some work remains surfacing the crossovers and the full CP should be in use by Labor Day. Work at the Metra bridge has been delayed due to soil conditions and our structural engineers are working on a solution. Right of way acquisition is underway and some work will begin this fall, especially the new No. 20 crossover north of the Calumet Sag Channel opposite the tower.

Walbridge, OH – design work should start in September for a new two-track bridge that will hold part of the new track alignment east of the tower. Trackage on the former Toledo Terminal will be realigned, new turnouts added, curves changed and diamonds removed to allow higher track speeds in the area.

Our new operation in Indianapolis is up and running. We have hired a former INDOT employee to head up our public project group. This office is now handling all public project work for CSX in Ohio, Michigan, Indiana, Illinois, Tennessee and Kentucky. I will be handling all work in Michigan and Illinois and our new assignments now include grade crossings.

On the local scene we have started survey of the Winter Avenue improvement from Bowman Avenue to the CSX underpass. The first phase will involve roadway work from Bowman to the park. The bridge work for CSX and over Stoney Creek will occur later when funding is available.