

FIRST CLASS MAIL

"THE DANVILLE FLYER"

DANVILLE IL 61834-1013

P.O. BOX 1013

NATIONAL RAILWAY HISTORICAL SOCIETY

DANVILLE JUNCTION CHAPTER



Central Montana GP 9 #1838 sits in the engine house at Denton, Montana. The line has 6 units on the roster, four being inside the day of the visit with the General Manager. See article this issue. Photo by Rick Schroeder

DANVILLE FLYER

A PUBLICATION OF THE DANVILLE JUNCTION CHAPTER, INC. NRHS

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

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

Membership in the Chapter is open to anyone having an interest in any aspect of railroading. Dues per year are \$15.00 for Chapter membership in addition to \$17.00 for NRHS membership. Meetings are held on the third (3rd) Sunday of each month (except June, July, August and December) at the Pizza Inn Restaurant, Gilbert Street (Illinois Route 1) and Williams Street, next to CSX, in Danville, IL, with lunch beginning at 1:00 PM Central Time followed by meeting and program.

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

Volume 33

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Number 1

Coming Events

January 20, 2002

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

December 16, 2001

Champaign, IL - Danville and Western Railroad Open House, 1819 Coventry Drive, 1 to 4 PM. Refreshments served, everyone invited.

January 6, 2002

Rossville, IL - Operating session on the Chapter layout - beginning at 12:30 PM.

January 26, 2002

Indianapolis, IN - Great American Train Show, State Fairgrounds, 11-5 PM, \$6

January 27, 2002

Champaign, IL - Work session and operation, Danville and Western Railroad, 9-4, admission free.

February 2, 2002

Rossville, IL - Operating session on the Chapter layout - beginning at 12:30 PM

February 9, 2002

Champaign, IL - Work session and operation, Danville and Western Railroad, 9-4, admission free.

Next Meeting

The next meeting will be in January 2002 (see listing for the date). At the November meeting we elected the following individuals to serve for 2002.

Dave Sherrill will be our new president, Scott Reed will be Vice President, Al McCoy will be Secretary, Allen Cooke will return as Treasurer and Richard Schroeder will return as National Director. The new officers were introduced at the Annual Dinner held in early December and we ask that you support them in the coming year.

Please note the operating sessions listed in January and February at Rossville. We plan to have the sessions on the first Sunday of each Month until we open in the spring. Some may be moved to Saturday if requested by a majority of the members. Come join the fun (we have heat when it gets cold).



Union Pacific unveils Olympic Torch Relay Train and special SD70Ms

Union Pacific and the Salt Lake City Committee for the Olympic Games showcased the 2002 Olympic Torch Relay Train today during ceremonies at Kansas City Union Station.

“We are once again honored to transport the Olympic Flame by rail and bring the Flame to many communities which would not otherwise be able to participate in the Torch Relay experience,” said Dick Davidson, UP’s chairman and CEO.

The Olympic Torch Relay Train, run by UP, will transport the Olympic Flame more than 3200 miles across 11 states as part of the 65-day Olympic Torch Relay that begins December 4 in Atlanta.

“The Union Pacific Railroad was built by Americans who blazed across the west. Just as their hard work inspired the growth of this great nation, Olympic Torchbearers inspire Americans through their courageous deeds and actions,” said SLOC President and CEO Mitt Romney. “We are confident our partnership with Union Pacific Railroad will play a vital role in the success of the 2002 Olympic Torch Relay.”

The 19-car passenger train, pulled by specially painted SD70Ms Nos. 2001 and 2002, will include the cauldron car built for the 1996 Olympic Torch Relay, the first time the flame moved by rail in the United States.

The car’s centerpiece is a 40-inch diameter cauldron, featuring a custom-designed burner that allows for up to a four-foot flame. A vertical air “curtain” will protect the flame from the wind as the train is moving, often at 70 mph. This air curtain keeps the two million BTU flame from lapping the sides of the cauldron.



Other cauldron car features include: A self-contained light and sound system; ramps and steps on both sides of the car to allow torchbearers to get on and off the car; presentation podiums on either side of the car; a design enabling speeds up to 70 mph; and 60-foot flatcar that serves as the “base” of the cauldron car.

The Olympic SD70Ms that will pull the 19-car passenger train were painted using several shades of blue, and Olympic Torch Relay theme decals were applied to the exterior.

This is only the fourth time UP has custom-painted locomotives in colors other than the traditional Union Pacific Armour yellow paint scheme. The other specially painted locomotives were done in 1991, to honor UP employees who served in the Persian Gulf War; in 1994, to call attention to the United Way campaign; and in 1996, for the Olympic Torch Relay Train.

“The Olympic Torch will be an inspiration as it travels through America’s cities and towns, carried by thousands of local heroes,” said Davidson. “I’m sure that everyone who sees it will find it a little easier to appreciate and celebrate what it means to be an American.”

BNSF will participate in some of the Torch Relay’s 10 rail segments.

Via TRAINS ON-Line November 2001

Locomotive Notes

By Joe Santucci, via Internet

Canadian National SD75I’s

5690 956616-65 10/96

5760 966726-30 no builder plates

5790 976812-25 6/99

Union Pacific SD70M’s

4178 996172-14 6/00

The left side builder’s plate says 993172-14. The left side frame number third digit is extremely difficult to read. The right side on is slightly clearer and looked more like a 6.

4679 996168-144 3/01

4706 996168-171 6/01

Two IC SW14 switchers left the property heading out on train M33861-15. The 1476 #4093-34 and 1483 #6169-2 were shipped to ADM in Decatur, IL. The 1483 was wearing a solid gray scheme. It was repainted well over a year ago and sat at Woodcrest in storage until finally being shipped to ADM. It had a small stencil with ICRR 1483 on the cab sides when first repainted.

These were blanked out with black paint. The unit never operated on the IC like this. The gray matches the color ADM uses on many of its units, although with blue lettering. I’m not wondering if a lease/purchase deal had been planned. The paint is not holding up well as there were already chips in it and the unit had been sitting for probably a year and a half.

Both units will need some work to get them in service. They are missing whistle handles, seats and other items. There was some work done to get the ready for transport as there were a couple of new (re-built?) brake cylinders on them and all new brake shoes.

The recently returned IC 6258 (SD40-3) now wears CN paint. It had been shipped to NRE Dixmoor for work. It only wore its IC Operation Lifesaver paint scheme for less than two years. (Efficient?)

SD40-2’s 6100 and 6104 also wear CN paint. Both being spotted for the first

time 11/18 at Markham. They have on IC initials on the cab and they are significantly smaller than previous repaints, about 4 inches. They also did not get roofs painted white like the Engineers have been repeatedly requesting.

All CN SD50F, SD60F and Dash 8-40CW's have received an FRA waiver and are required to have a notice placed inside the door at the rear of the carbody, outside the rear carbody door and in the cab with the following notation: "Caution: No Emergency Brake Valve At Rear Exit Door".

These units are not equipped with an emergency brake valve or hostler controls. The FRA requires no less than an emergency brake valve at the rear of carbody units. Being that these units are not full time US units and normally only operate 183 days per year or less in the US, CN was granted a waiver on these units. With this waiver it is required that the Brakeman or Conductor on the job must ride on the outside of the unit when it is backing up and be in sight of the Engineer if he or she does not have a radio.

Thus far two LMS units have been given the CN and IC treatment. 2457 and 2462. (sorry, no previous numbers as I have not been on either since renumbering.) 2457 does have a better CN crooked noodle applied than the 2462 though. Both wear IC style road numbers on the cabs and have white on black number boards on the front only. Rear number boards have been blanked out with black paint.

CN 9404 (GP40W) was shipped to Progress Rail in East St Louis 10 November 01.

GP11 departures

Spotted the 8741 heading south on the Q192/184 combo train 12 November. The 8747 and 8736 went south on M338 15 November. In all cases, all IC markings were blanked out.

CN 5690 went to VMV 14 November for modifications and new air dryers. Increasingly rare to spot in service GT GP40 series units got a boost when the 6401 and 6419 were working units on Q192/184 12 November.

All remaining in service GT/DWP SD40's will have their rear headlights modified.

Currently, they have a single sealed beam. They will be modified with double sealed beams.

I had UP SD60M 2273 20 November as my power on Q196. This unit previously was the 6118. It received a new paint job in North Little Rock in 1997. The folks there decided to repaint the cab interior as well. They painted the plastic desk top control stand, and all plastic panels with the very same paint used on the steel cab walls. Needless to say, the paint is not holding up very well on the plastic and is flaking and peeling off. Here was a really wise decision.

The plastic both EMD and GE are using in their desk top control stand equipped units are a type with a textured finish. This plastic gets and stays dirty. It gets grimy and cleaners do not seem to work on them. It also doesn't hold its shape very well either as it warps.

When this unit was renumbered, UP made black on white decals with the UP initials and road numbers for placement with the cab. They have them in no less than five locations in the cab of the 2273. I'm guessing they have added the initials for the sale of CNW and SP/SSW units being renumbered into the new UP program. This will obviously remind crews this is now a UP unit and not the previous owners unit. It is ironic that for years UP never placed their shield on units not wearing UP paint. Now you see the UP shield on the front of rag tag looking SP/SSW units. To quote Jimmy Buffet, "Changes in latitudes, changes in attitudes."

*Tuch (engineer on CN/IC)
November 2001*

2002 Dues Notice in the Mail

Last month the 2002 dues notice was sent with the November newsletter. We thank many of you for sending your payment so quickly this year. As soon as Allen receives your payment he forwards the NRHS portion to the national office. We are one of the few chapters that get our dues in so quickly, a job that Allen is to be commended on.

This year, as of Thanksgiving, members have donated over \$265 to the chapter to be used in various ways at the museum. We truly thank those that have donated. The extra funds help with rent and maintenance payments each year.

Please take time to make out your check and send it to Allen at the chapter post office box. Remember, final dues are due by the end of March 2002.



Danville and Western Openhouse

Rick and Barbara Schroeder will host an openhouse for the model railroad located in the basement at 1819 Coventry Drive in Champaign, Illinois. The openhouse will be from 1:00-4:00 PM, Sunday, December 16. Refreshments and snacks will be available. Trains will be running but there will not be an operating sessions as the layout is still under construction.

Your significant other is invited to visit - Barbara is a quilter and her many quilts will be on display.

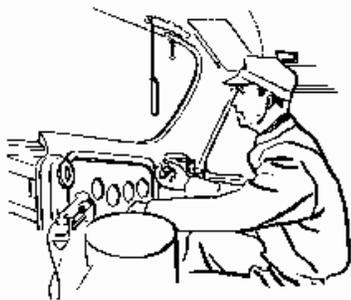
We are located in the southwest part of Champaign, south of Kirby Avenue and west of Duncan Road. Call 359-2868 if you need directions.



Chapter member retires

Chapter member, and new president, Dave Sherrill, retired from Norfolk Southern on November 30, 2001. In the photo above Trainmaster Greg Lehmen of Lafayette is congratulating Dave on his 44 1/2 years with the railroad. Dave started with the Wabash Railroad in Danville and spent most of his career working at Tilton Yard or the downtown station in Danville. In recent years, due to cutbacks, Dave has been working in Lafayette at both South and East yards.

Dave was one of the founding members of the Chapter having been a member of the Family Model Railroad Club. In addition to his interest in cars Dave has always been a railfan and HO modeler. Dave and his wife recently moved north of Danville and he is in the process of building a new space for a model train layout, something he has not had time for in the past.



Merry Christmas and Happy New Year

Lewistown, Montana

Last year (2000) we were asked to support the Denver office of URS in an Environmental Assessment Study they were conducting for the Montana Department of Transportation. The project involves the reconstruction or removal of an overhead bridge on the west side of Lewistown.

MDOT has requested the study as part of a highway improvement for the first 5 miles of route on the west side of the city. As with all federally funded projects an EA needs to be prepared and approved before design work can begin. Last year I attended a meeting in Lewistown that set the scope of the project. The plan was to begin work in the spring with completion in the spring of 2002.

A branch of the BNSF that enters from the west side and comes downhill into the city serves Lewistown. There it branches west and north to serve some small industry. MDOT wanted to know if the line could be abandoned thus saving over \$2 million in construction costs for a new overpass. They were willing to support relocation of industrial facilities to the west side of town thus eliminating the overpass, some 38 grade crossings and over 15 miles of 10-mph track.

Our office assignment was to review the line, prepare estimate of upgrade to get 286,000 pound cars to the proposed site and review what could be salvaged from the lines to be abandoned and used on the upgraded facility.

We were to begin last spring but word came that BNSF was proposing to apply to abandon the line into Lewistown. The railroad agreed to wait until June 2002 allowing MDOT time to review the area and decide if upgrade and a new freight facility would be viable. I won't get into the politics of the area in this article, as it

would take 20 pages to spell out the conflicts between the four parties involved within the city and county.

The week before Thanksgiving myself and my track inspector from the Detroit area headed to Lewistown. With air travel changed after September 11, we found that more than an hour was required to go through security. I left early from Chicago; Carl from Detroit and we both arrived in Billings, MT around noon on Monday. It is a 2-plus hour drive to Lewistown and we spent the afternoon getting familiar with the rail lines in the area. (See map attached)



Looking west at Moore, Montana

Tuesday morning we were to Hi-Rail with a Roadmaster from BNSF. We met him around 8 AM and after he got his crews out we headed west to Moore, about 20 miles west of Lewistown. We went on west to Sipple where BN had built a connection from the former Milwaukee line to the former GN line. At Sipple, around MP 2, he got permission to set on and we headed East on new 115-pound rail to Moore. This line was abandoned by the Milwaukee in the late 1980's and pulled up. After several years of operating from Moccasin to Moore via Lewistown, BN rebuilt the 5 miles of the Milwaukee line and then built the 2-mile connection to save time into Moore and Lewistown.

Moore is the site of two elevators that still load out 100 car grain trains. Beyond Moore the rail changed to 90 pound and in many places it was 75 pound. This was original Milwaukee rail that has been in service since 1912 and is still in good condition with tie replacement needed. Some of the curves have been relayed with 100 or 115 pound rail and in two places welded rail.

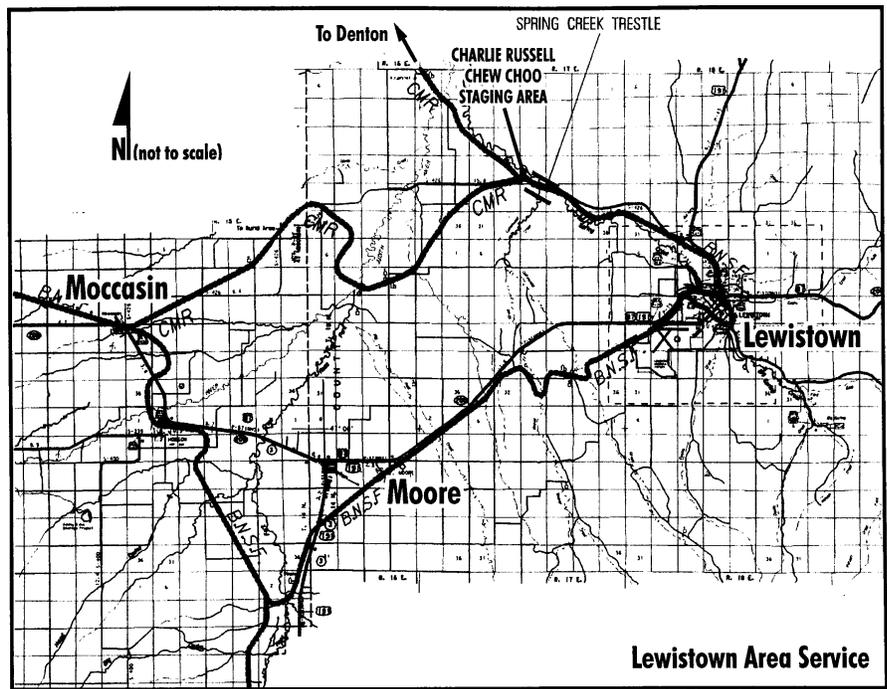
The BNSF will abandon from Milepost 9 to Lewistown and we were looking at the line from MP 9 to near MP 21, a proposed industrial site.

Once past MP 21 we headed into town on the rail. The line has a 1 percent downhill run into town with some 20 grade crossings at almost every block, in some cases having an alley in between. We checked the crossings for reusable material that could be moved to other sites once abandon. The line into town is the former Milwaukee line from Harlowton, a former division point, and then spread out in three directions to various areas in Montana. All lines are abandon, however, the Central Montana operates the line up to Geraldine, Montana. The GN came in from Moccasin and got on the Milwaukee to get across Spring Creek Trestle. On the east side they took their own route to Lewistown, used the Milwaukee in town, and then headed out southeast on their own rails again.

After our hi-rail trip we spent the rest of the day checking the various crossings in town for salvage value of crossing surface and warning devices. Most of this actually belongs to the state, having been paid for by the crossing protection fund, and will return to the state for other use if it meets present day criteria. There is one wig-wag signal location left and the local museum has asked for both signals.

The following day we walked about 1/2 mile of track to look at tie condition and inspect one of the timber trestles that had a weight restriction. On the way to the trestle from the abandon elevator at Glengarry we chased out 3-4 deer and on the way back

URS on BNSF Hi-rail in Lewistown, checking grade crossings and track condition..



found 4 broken angle bars, two that were defects. With cell phone in hand we were able to contact the Roadmaster who dispatched a maintenance employee to fix the joints. We met him back at the crossing and told him where they were. Needless to say, we gained points with the Roadmaster.

We finished our work in the early afternoon and with a meeting with the Central Montana Railroad planned for the following day looked for something to do the rest of the day. We drove north to the Upper Missouri River Basin to check out the area. Once there we found some better scenery, however, the trip on the way was the usual rolling barren ground. In the 120 miles we found one nearly abandon town (the Milwaukee pulled out almost 30 years ago) and 1 gas station.

Thursday we headed to Denton, Montana to meet with the lady that is the General Manager of the Central Montana Railroad. They operate some 80 miles of former Milwaukee and Great Northern trackage starting at Moccasin. Denton is some 35 miles Northwest from Lewistown across the barren rolling terrain of Montana. The railroad has 6 GP-9's on the roster and the

day we were there 4 were in the engine house and two were on the road at Geraldine. In addition to moving freight the railroad operates the Charlie Russell ChewChoo on weekends from near the Spring Creek Trestle to Denton. We discussed the possibility of the railroad operating part of the line as a separate segment. We will be preparing costs for upgrade of the line plus construction of an engine house should the project ever happen.

Thursday afternoon we headed south along the BNSF and former Milwaukee to Harlowton, site of a former Milwaukee division point. The depot still stands, being used as a start of a museum, and the roundhouse and some other buildings are still located in the former yard area. One of the box cabs that plied the electric portion of the Milwaukee is located at the center of town adjacent to the highway. The town still survives after the railroad left, but the three large hotels and two theaters are mostly empty.

We continued south to I-94 and a trip east along the Yellowstone River and the Montana Rail Link. We took the detour through Laurel and looked at the motive power in the yard. We stayed overnight in Billings as we had a Friday morning flight home.

Hopefully the next visit will be in the spring when the snow is gone and weather is warming up. This winter will be preparation of my part of the report, a good time to work inside.

UP putting U.S. Flag on Locomotives

The flag image will be standard equipment on all new road locomotives, and over the next year will be added to road units currently operating. UP has 6400 road engines in its fleet of 7000 locomotives. Decals bearing the railroad's name in giant letters, found on the sides of road engines currently in service, will be replaced with the waving flag decal.

More than 300 SD70Ms are yet to be delivered from UP's 1000-unit order. The first new GE locomotives to wear the flag scheme will be 15 AC4400CTEs due from the assembly plant in Erie, Pa., in January, Bromley said.

Two of the new SD70Ms – the 4526 and 4527 – will be used on this week's rail inspection trip for Davidson and senior UP management. The trip will give Davidson & Co. an opportunity to see the railroad, and railroaders and fans alike the chance to see the look of things to come.

UP's E9s – which won't receive the flag treatment – were originally scheduled to pull the inspection trip, Bromley said, but were dropped in favor of the flagships of the new flag fleet. "It's a way for us to get the units around the railroad quickly," Bromley said. The trip kicks off tomorrow in Kansas City, where UP will unveil two other SD70Ms that sport a two-tone blue livery for the Winter Olympic Games in Salt Lake City. The special torch relay train UP will operate prior to



the games will also debut tomorrow.

The inspection trip was scheduled for the middle of November and headed west to Los Angeles.

Museum Theft

Once again railroad museum thieves have struck (you may remember the theft of diesel horns from museum earlier this year). This time eight stainless steel handrails that paralleled the steps up into an Illinois

Central coach were removed by a person or persons unknown at the Bluegrass Railroad Museum's storage track in Milner, KY, sometime probably in mid to late November 2001. The handrails and the nuts and bolts which attach them were removed, one nut and bolt at each end. It is suspected that these were taken to be used in the restoration of another railroad car. If you or your organization are offered such items you should question where they came from and contact your local law enforcement authorities. The Board of Directors of the Bluegrass Railroad Museum will be offering a reward for the return of these items. It is extremely disturbing that as we enter the 21st Century that there are some people who believe that stealing from museums is a justifiable way to either make money or to restore other cars. It is a shame but we may soon be entering an era when railroad museums

will place their collections behind barbed wire and have their grounds patrolled by attack animals.

If you have any information about the theft of these items, please contact the Bluegrass Railroad Museum, PO 27, Versailles KY 40383 or call 1-800-755-2476.

*David Morse, Newsletter Editor,
Bluegrass Railroad Museum*

Railfans getting bad name

Recently there has been a rash of thefts from railroad and museum property. This is more reason for organizations like ours and the Monticello Railway Museum to become more security conscious of our facility.

Note in the Wheel Report the Union Pacific story about theft of signals on the former GM&O line. The signals were still in use and someone wanted the "B&O type" signals for some reason. The UP was quick to point out that "railfans" had taken the items. We would be suspected, however, there are also those that watch E-Bay and find the items for sale and decide it would be a good way to make a few dollars. CSX has had similar problems and some railroads have had horns stolen from locomotives. If you find or hear of anything stolen, contact the authorities.

2001 – a year of change

As we all know, our lives changed forever after September 11. Though hopefully you did not lose any friends or relatives in the events on that date, we know that your hearts have gone out to everyone that has been affected and to those that are working to keep our country safe.

As rail fans our lives have also changed. Security has become more intense in some areas and we need to remember and respect the right of railroads to protect their property, the same as we protect ours. We are blessed to live in a country that allows as much freedom as we have to pursue the hobby we hold dear to us.

I hope that each one of you will take a moment this holiday season to reflect on what has happened, how much it has affected our lives and how much your family and friends mean to you.

The officers of the Danville Junction Chapter wish all of you a happy and safe holiday season.

Rick Schroeder – Editor and National Director

This story was written by Warren Hatch; a friend of mine at the Purdue Railroad Club. It was published in the Club's newsletter; "The Purdue Call Board". I thought the C & E I fans might enjoy it.
Wade Frasch

The Purloined Locomotive

James McGibbin, long time railroad man and recently hired hostler in the C & E I roundhouse at Yard Center, was again on the carpet with his superiors for insubordination, drinking while on the job and failure to observe safety regulations when moving locomotives around the engine house tracks. The results of the investigation given to insure McGibbin a reasonably fair airing of his case was, naturally, dismissal from the service.

However, this time McGibbin was not to be satisfied with searching for another job which was surely sooner or later to be followed by another investigation and another dismissal. His mind began to hatch a plot which would permit exercise of full retribution not only against the C & E I but all the roads which had terminated his service for violating rules.

Although many times McGibbin had given thought to the method by which he could most successfully make off with tools, small machinery or office supplies, a plan now began to formulate which would make those other plots seem as nothing and which would, when and if discovered, be the talk of railroad men all over the world, insuring McGibbin an immortal role in the annals of railroading.

With his friend Looie Pitzi, another disgruntled, but still employed, engine hostler, McGibbin set forth a program to be followed, which would result in theft of a 125 ton Diesel locomotive.

McGibbin's home place, just north of Glenwood curve and south of the cemetery is bordered on the east by the main tracks of the C & E I Railroad. The land adjacent to the tracks is heavily wooded, and a large dilapidated barn rests shakily about two hundred feet from the right of way, hidden from view of any passing

trains.

With no one's knowledge, other than friend Looie, McGibbin purchased scrap rail at an auction in South Chicago, old spikes and ties from a dealer in Chicago Heights and began laying track from the barn to the edge of his property in the woods. Naturally, the track was hidden from passing track inspectors and to all appearances the beautiful wooded area was never trod by man.

McGibbin's plan was this: friend Looie, on third trick duty at the roundhouse was to board a waiting locomotive and move it onto the southward main track through the maze of switches and turnouts, place the throttle in run 1 position and drop off just as the engine started slowly to move. Looie would then go about his work as if nothing had happened out of the ordinary. In the meantime McGibbin, with his complete knowledge of the timetable and the movement of trains on this portion of the railroad, would have moved ties into position from the end of his already completed railroad in the woods to the main track. Then he would place rails thereon, spike them in place, cut the bond wires in the main track, pull up the spikes for half a rail length of the southward main track, line the main track rails over to meet his rails, spike them in place and be prepared to jump into the Diesel as it moved slowly down the track.

All went as planned. With the passing of train #5 at 11:48 P.M. no other trains were due on the southward main until the Heights yard engine at about 8:20 A.M. Plenty of time to accomplish this tremendous theft!

Watches had been compared that afternoon. As soon as #5 passed Glenwood, McGibbin feverishly began to lay track toward the southward main. Pitzi endeavored to act nonchalant while performing his duties at the roundhouse and in the darkness and relative inactivity was able to keep his fears and dread of the consequences hidden from everyone.

It had been agreed upon that at 3:30 A.M. Looie would board engine 235, a 1500 horsepower GP7 locomotive, and with the switches lined toward the main line start the engine slowly on its way to fame as the

purloined locomotive. This was done and without incident. As soon as Looie dropped from the moving locomotive he relined the switches and headed back to the locker room where he usually spent that time of the night. He could not afford to be absent tonight of all nights.

The 235, in the lowest possible throttle position, moved down the track toward Thornton Junction where the C & E I main crosses the main tracks of the Grand Trunk Western Railway. A young operator, on duty at this post for the first time, head the bell ring in the tower signaling the approach of a train and drowsily lined the plant for the passage of this engine.

Through the puzzle of switches and de-rails at Thornton Junction the 235 moved. Had someone been on the locomotive he would have noticed the inexperienced operator giving a highball, with his shiny new lantern, signaling that all was well!

McGibbin had long since finished joining the two sets of rail together and stationed himself far down the track to the north awaiting the approach of the 235.

Although a cool night, the sweat stood out on the wrinkled face of ex-hostler McGibbin as he strained his tired eyes into the north. The sight of a dim headlight in the distance set Mac to walking north again. Would the 235 ever arrive? It seemed that it must have stopped - but no - it continued slowly to approach and as the front end passed McGibbin swung expertly aboard, stepped into the cab and sat down at the engineer's seat with hand on the throttle.

The 235 was clicking it's way down the C & E I main for the last time. Reaching the junction with McGibbin's hastily laid rails the 235 gently nosed itself onto the make-shift track and into the woods, the headlight piercing the darkness where darkness had never before had known a master.

The expert hand at the throttle guided the 235 into the barn, the door hastily closed after the engine was shut down, and Mac hurried back to the right of way to pick up his few feet of track and relay the main track so that by dawn none would be the wiser for the theft.

And even this went as planned. Old McGibbin working harder than ever before managed to remove all evidence of his alteration of the track structure. By dawn a track inspector moving over the railroad in his little motorcar did not notice anything amiss.

But the sad thing of the whole story is this: McGibbin and Pitzzi, for all their carefully laid plans, never had the satisfaction of seeing the railroad management search in wonderment for the missing 235.

The railroad, being the far-flung organization, which it is, and the possessor of hundreds of locomotives, never did miss the 235. Today she sits, as the night she was stolen, in that rickety barn north of Glenwood with the wheels rusting and the engine silent.

Editor: A great fiction story

Wheel Report

Canadian National announced a new joint intermodal service with the Union Pacific. The new service, which CN said would move at truck competitive transit times, takes southbound shipments from the Montreal, PQ., Toronto, ON. and Detroit, MI. areas destined for Texas and Mexico south to Memphis for interchange with the UP, which will then move them to Texas destinations or, in the case of Mexican shipments, to the Laredo gateway; northbound shipments reverse the routing. Also this date, CN opened its new intermodal terminal serving Edmonton, AB. The new terminal locates on 370 acres of land near Edmonton and has capacity for 150,000 intermodal lifts annually.

CSX reported that it had paid \$373,573 to Baltimore, MD. to help cover the city's costs related to the train derailment and fire in its Howard St. tunnel last July. The payments are to cover the related overtime costs of Baltimore's police, fire and public works personnel. Commenting on the voluntary payments, a CSX spokesman said "whether or not we were at fault, it's the right thing to do."

On October 21 CSX delivered PREX(Pioneer Rail Leasing LTD.)#1616

to the KBSR at Lafayette. It is painted exactly as KJRY #1606 that they currently have, which is black with yellow stripping. The unit will be added to the KBSR fleet, thus the use of Alco's on the shortline railroad may further dwindle.

IC2457 was in Champaign yard this morning. It has the all blue scheme with a large CN on the side and IC sublettering on the cab. This is the first unit I have seen that has P.B.M. by GE owned by LMSX painted in white just left of the IC. The lettering was relatively large and definitely not applied with a straight edge.

A new string of CN boxcars painted boxcar red with white CN lettering and IC 533xxx numbering. I couldn't see how many cars were there because they were buried in the yard. *Via Bruce Stickers 11/21*

UNION PACIFIC THEFT - In a news item in the Bloomington, Ill. PANTAGRAPH Nov. 22nd, Union Pacific reported theft of six color position light signals from the former GM&O line between Normal and Dwight, Illinois the previous week-end. Whether they were the large, high signals or dwarfs isn't stated.

CPL signals began to be replaced on the former Alton Railroad's trackage after Illinois Central took over the GM&O in 1972 and replacement accelerated under SP and now UP ownership. High-speed rail work will do away with a lot more of them.

Another article in the same paper reported the theft of a "train horn" valued at \$750 from Ag Rail, a grain shipping business in Bloomington that has their own switcher. *Via Bill Dunbar - Internet*

Norfolk Southern Dedicates John W. Whitaker Intermodal Terminal

ATLANTA - Norfolk Southern Railway Company today dedicated the John W. Whitaker intermodal terminal at Austell, capping a four-year, \$380 million system-

wide investment in intermodal transportation infrastructure.

The truck-train transfer facility will expedite the movement of containerized freight between North, East, West and South while increasing Norfolk Southern's ability to handle local and regional demand for intermodal transportation. The Whitaker terminal and Norfolk Southern's new Rutherford hub at Harrisburg, Pa., along with major terminals in Chicago, form the backbone of the East's most comprehensive intermodal network.

"The new Whitaker terminal will enhance transportation capacity for Norfolk Southern, for the state of Georgia and for our domestic and international customers," said David R. Goode, chairman, president and chief executive officer, before guests at the dedication ceremony. "As our intermodal crossroads in the Southeast, the facility will allow us to offer our customers additional services, more reliable transit times, a competitive transportation alternative to over-the-road shipping and help reduce congestion on the nation's highways — a combination that supports economic growth for all our partners."

Service through Austell began July 30. Situated on 450 acres, the facility features four loading and unloading tracks, 26,000 feet of support tracks, 3,200 parking spots for 12x53-foot trailers, 360 spaces for container stacking, six inbound/outbound lanes for trucks and convenient access to Interstate 20.

The Whitaker terminal is expected to contribute approximately \$50 million annually to local economies. Associated with it are a number of public safety, environmental and community enhancements, including improvements to nearby roads, parks and recreational facilities.

The facility is named for John Wesley Whitaker, a prominent railroader who served with several Norfolk Southern predecessor railroads and who attended today's ceremony. Whitaker began his railroad career as a youth with a summer job on the Georgia Northern Railway. During World War II, he became a combat pilot — one of the famed Tuskegee Airmen.

As a locomotive fireman on the Central of Georgia Railway after the war, Whitaker and other African-American railroaders formed the International Brotherhood of Railroad Employees to address workplace discrimination issues, and he served as its second president. In the early 1950s, the union brought a lawsuit challenging racially discriminatory practices that contributed to the Supreme Court's landmark 1954 decision in "Brown v. Board of Education," declaring segregation unconstitutional.

In 1964, Whitaker became the Central of Georgia's first African-American locomotive engineer. He later was named road foreman of engines on Southern Railway — that railroad's first African-American transportation officer. Whitaker served as one of Southern's first road foreman instructors in the locomotive engineer-training program. He served as a trainmaster until 1981 when he retired to his home in Moultrie, Ga.

"Mr. Whitaker's distinguished record of service is a source of inspiration to people everywhere who continue to make America's transportation infrastructure the envy of the world," Goode said. "We will honor his name by the high quality of service we provide at this facility."

Peoria and Eastern Segment to be abandoned

CSX Transportation, Inc.- Discontinuance of Service Exemption-in Vermillion and Warren Counties, IN

New York Central Lines, LLC (NYC) and CSX Transportation, Inc. (CSXT) have filed a notice of exemption under 49 CFR 1152 Subpart F—Exempt Abandonments and Discontinuances of Service for NYC to abandon and CSXT to discontinue service over approximately 6.12 miles of railroad between milepost QSO-15.18 near the Illinois/Indiana State line and milepost QSO-11.30 near Olin, in Vermillion and Warren Counties, IN. The line traverses

United States Postal Service Zip Code 47932.

NYC and CSXT have certified that: (1) no local traffic has moved over the line for at least 2 years; (2) there is no overhead traffic on the line; (3) no formal complaint filed by a user of rail service on the line (or by a state or local government entity acting on behalf of such user) regarding cessation of service over the line either is pending with the Surface Transportation Board (Board) or with any U.S. District Court or has been decided in favor of complainant within the 2-year period; and (4) the requirements at 49 CFR 1105.7 (environmental reports), 49 CFR 1105.8 (historic reports), 49 CFR 1105.11 (transmittal letter), 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to these exemptions, any employee adversely affected by the abandonment or discontinuance shall be protected under Oregon Short Line R. Co.-Abandonment-Goshen, 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed. Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received, these exemptions will be effective on October 30, 2001, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues, (1) formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2), (2) and trail use/rail banking requests under 49 CFR 1152.29 must be filed by October 9, 2001.

Petitions to reopen or requests for public use conditions under 49 CFR 1152.28 must be filed by October 18, 2001, with: Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, N.W., Washington, DC 20423. Decided: September 19, 2001.

By the Board (STB), David M. Konschnik, Director, Office of Proceedings.

Editor: A later announcement indicated that Flex-in-Gate has filed a petition to acquire the line as protection for the former Olin plant

near Covington. As details come out we will let you know. For those of you that attended the recent annual dinner you saw a great program about the Peoria and Eastern Railway.

URS Projects

Many say the economy is slowing down and business is closing, but this is not the case with URS or our office. Every office we deal with is so busy they can't find engineers to do the work. In our case we have several bridge and highway projects in addition to our railroad projects that I manage.

I recently attended a meeting in Baltimore for our West Virginia project. The final plans for the track and signal upgrades were presented to the FRA, MARC, Amtrak, CSX and the State of West Virginia. In addition the proposed MARC facility at Martinsburg was presented, though not final yet. We got concurrence from all attendees to proceed with final design. Signal work will begin in January and track work will begin in March.

Our Princeton, Indiana project is waiting for right of way acquisition. We will be preparing plats and next spring will finish construction documents. Track work should start in April to add the two-pickup/setout tracks along the former C&EI mainline.

We recently were retained to add a third track out of the west end of Barr Yard in Chicago. Design will start this winter with construction next year. The connection between the former C&O south of Walbridge and the Conrail line south of Stanley Yard near Toledo will see survey work this winter. A second project at Walbridge interlocking will also start this winter.

On the public project side the I-280 underpass in Toledo is underway with temporary bridge construction to start in January. Bremen, Indiana has most of the temporary alignment built with cutover planned for the first week in January. CSX will not allow cutover prior to Christmas due to United Parcel trains.