

On July 7th, 1999, four Wisconsin Central SD45's lead CSX train K161 northbound at Bismarck, IL. Photo by Doug Nipper



DANVILLE JUNCTION CHAPTER

NATIONAL RAILWAY HISTORICAL SOCIETY
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"THE DANVILLE FLYER"

FIRST CLASS MAIL

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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Volume 33

February 2001

Number 2

Coming Events

February 17, 2001

Mattoon, IL Cross County Mall Train Show, Cross County Mall at I-57 and Route 16, 9-9 on Saturday and 12-5 on Sunday.

February 18, 2001

Danville, IL Monthly chapter meeting at Pizza Inn, Gilbert and Williams Street next to CSX. Lunch at 1:00 PM and meeting after lunch.

March 4, 2001

Operating session at Rossville beginning around 12:30 PM.

March 31 & April 1, 2001

Annual Train Show at Lincoln Square Mall, Urbana, Illinois 10 AM to 6 PM on

Saturday, 11 AM to 5 PM on Sunday, admission free.

April 22, 2001

Monthly meeting of the Chapter. Note the April meeting is being moved to the 4th Sunday so as not to conflict with Easter.

June 19-24, 2001

St. Louis, MO. - NRHS National Convention - Convention includes three steam trips, travel on Metro Link, the Museum of Transportation and a dinner river cruise.

Next Meeting

The next chapter meeting will be February 18 at the Pizza Inn on Williams Street adjacent to CSX. Lunch will begin at 1:00 PM and the meeting should start around 2:00 PM.

Discussion will include the upcoming Urbana Train Show and Swap meet and the operating sessions at the museum. The program will be a video of the Norfolk Southern movement to the new alignment in Lafayette, Indiana. Check Rick's story this month and come see the Hi-rail ride through the corridor.

We wish to note that member Mike Pfeiffer has moved to RR 1, Box 304 in Strasburg, Illinois. Also note, the April meeting has been moved to the 4th Sunday due to Easter.



Dues are due by the end of March

Your 2001 Chapter dues are due March 31. If your label on this month's issue has a "red" mark then you have not sent Allen Cooke your renewal yet. Please do so soon to keep your membership current. No newsletter will be sent out after March.

He was trying to document an era'

Photographer Link dead at 86

The man who captured images for rail enthusiasts died en route to the hospital in New York.

A day after the historic Virginian Railroad passenger station burned down, a much bigger blow was dealt to rail enthusiasts: Photographer O. Winston Link died of a heart attack. He was 86.

Link chronicled railroad life in the 1950s and became not only an international name in photography, but also captured the last days of the American steam locomotive. He had been sick for some time when he drove himself to the hospital in Mount Kisco, N.Y., on Tuesday afternoon and suffered a heart attack en route, said his publicist, Tom Garver. Link died before he got to the hospital, Garver said.

There has been recent talk of creating an O. Winston Link museum in the old Norfolk and Western passenger station in downtown Roanoke. Link was lobbying to have the No. 1218 steam locomotive on display and had said he wouldn't cooperate with the museum project unless the train he described as "the most beautiful engine in the world" was part of it.

For many, Link not only captured the last days of the steam engine, but also froze an innocent time of the world in his camera lens. Besides the engines billowing steam, Link's photos showed such scenes as

folks sitting around a wood stove sharing a story or a young boy waving to the engineers as a train chugged by.

"He was trying to document an era," said longtime friend Joan Thomas, who markets videos for the British Broadcasting Corp. made about Link. "He knew that not only the steam engines were going but also a way a life."

An internationally known photographer, Link was featured in the January issue of *Vanity Fair*, which featured photographers of the 20th century. His photos would take days to construct sometimes, complete with numerous flashes and wires galore. N&W would work with Link on his photos, manipulating the trains to his liking.

"It was an impossibly beautiful relationship," Link said recently.

Many people over the years have said how much Link's works contributed to the history of the American railroad. "It's a huge loss," Thomas said.

By ZEKE BARLOW - The Roanoke Times and staff writer Mike Allen.

NARP News

January 17, 2001

As this is written, over 200 mayors are riding a special Acela Express trip to Baltimore, after having spent the morning in a special session at Washington's Union Station. The theme of today's U.S. Conference of Mayors meeting: "A National Rail Policy for the 21st Century." The presiding officer was New Orleans Mayor Marc H. Morial.

Conference of Mayors President H. Brent Coles (Mayor of Boise) said "Whether you're Republican or Democrat, there is energy in this issue. I've given talks all over the nation. Whenever I talk about rail, I'm greeted with applause and glee."

He introduced Senate Majority Leader Trent Lott (R-Miss.), praising Lott for his promise to handle the High Speed Rail Investment Act (HSRIA) this year. Lott was greeted with applause when he said, "I think we need a national rail passenger

system. Will it be cheap? No, but we can do this. The HSRIA is part of making it work. It's not fair to Amtrak to say 'make it work' and not give them the resources they need." Lott mentioned how impressed he was by his Tokyo-Osaka ride on Japan's bullet train.

During a question-and-answer session, the mayor of Campbell, Cal., expressed frustration at the double-standard for rail (which seems always expected to be fully self-supporting) and highways. Lott: "I think you're right. I do think we should set goals for rail carefully and be fiscally responsible. But rail is just like water and sewer systems—necessary for quality of life."

The Conference viewed a rail video that included interviews with several mayors, Amtrak's George Warrington and others. There were lots of shots of all types of Amtrak trains, and—near the end—the statement that "whether on a long-distance journey or a short business trip, passenger rail makes sense."

A number of reporters were present at the morning conference and for the train ride. (I was interviewed by AP.) Because the conference ran late, the train's planned 12:30 PM Washington departure was delayed about 45 minutes.

By Ross B. Capon, NARP Executive Director

Norfolk Southern Realigns Divisions to Streamline Service

Norfolk, VA - January 31, 2001- Norfolk Southern Corporation said today it will realign divisional operations in the central part of its 22-state service region in order to increase operating efficiency.

Most of the railroad's Kentucky and Tennessee divisions will be combined to form the new Central Division, with headquarters in Knoxville, effective February 1. The main routes of the new Central Division will extend from Cincinnati and Louisville to Chattanooga, from Knoxville

Continued on page 4

Canadian National writes book on how to commit highway robbery

CN Intermodal cuts transit times, gains market share

TRAINS ON-LINE, by Bill Stephens

With its new “Need for Speed” fleet of expedited intermodal trains that operate on truck schedules, Canadian National has figured a way out of the economic box that railroads have been stuck in for years.

The problem: Intermodal growth has generally been within the range of overall economic expansion. Simply put, a rising tide lifts all boats, and railroads’ intermodal service has been no exception. Last year, intermodal loadings were up 3.9 percent. But the expedited truck market has been growing at a 10 percent clip. How can railroads tap into that vast market, which has a potential for not only increased intermodal loads but better revenue?

CN’s solution: Break out of the traditional intermodal traffic mix by offering transit times that match or exceed those of trucks for seven of its 33 intermodal trains. In June, CN lopped up to 24 hours off its priority intermodal schedules between Toronto and the Canadian West. A month later, CN chopped up to eight hours off its expedited Eastern intermodal schedules. Both improvements make CN truck-competitive

The result: CN’s intermodal loadings grew 15 percent last year, by its tally, with 5 percent to 8 percent of its gain credited to the seven Need for Speed trains the railway launched last summer. And virtually all of the Need for Speed growth was business that formerly went via highways. (The Association of American Railroads, which counts intermodal units differently than CN does internally, pegged CN’s growth at 11.9 percent. Either way, CN

leads the industry.)

Challenging conventional wisdom What’s significant about CN’s approach is that the railway tossed out a key piece of conventional railroading wisdom. “Traditionally, you hear that consistency is more important than speed,” says William K. Berry, CN’s vice president-intermodal. “We don’t subscribe to that. We believe that speed is important... We were consistent before, but it did not meet customer requirements.”

On its expedited trains, CN offers fourth-morning service between Toronto and Vancouver; third-morning service to Saskatoon, Edmonton, and Calgary; and second-morning service to Winnipeg. One customer, Berry says, has shown that CN’s transit times between Toronto and Vancouver are faster than a truck with a single over-the-road driver. In the East, CN’s Need for Speed trains run the 1,000 miles between Toronto and Halifax in 24 hours, which is an advantage for parcel and less-than-truckload shippers who need to sort their freight before delivering it. The priority network also extends to Chicago from Toronto.

Under the old schedules, one day longer, CN had a 95 percent on-time performance. Need for Speed trains aren’t quite as reliable, with an on-time performance of about 90 percent. However, they pull into the terminal a day sooner for transcontinental trains, Berry points out, and operate on truck schedules in the East. So overall, CN — and the trucks that ride its priority trains — are ahead of the game.

While it’s true that consistency is what most railroad shippers want, it is not true that it’s what highway shippers want. For them, service that’s consistent but a day longer than truck service is, well, a day too late. Most railroad intermodal service — with the notable exception of Burlington Northern Santa Fe’s fleet of hotshots, particularly in the Chicago-Los Angeles lane — is what’s called truck-plus-one, meaning transit times that are a day longer than what trucks can do over the highway.

“We were truck-plus-one before,” Berry says. “Now we’re truck.” Notice he didn’t say truck-like. He said truck. There’s a

difference, and it’s not just a matter of semantics. It’s a matter of having a different operating and marketing philosophy than railroads usually have.

Providing such service is the key to stealing trucks off the highway. “To be competitive in the market we want to be competitive in — that is, to go beyond traditional intermodal markets — it’s absolutely essential,” Berry says.

Extra power and coordinated operations keep trains moving

It’s not easy for railroads to provide truck service. If it were, everyone would be doing it. For starters, there has to be enough capacity, particularly in terminals, which CN is fortunate to have. But the fundamental building block for CN’s Need for Speed fleet is its scheduled railway concept, which is preached as Gospel by Executive Vice President and Chief Operating Officer E. Hunter Harrison, who also championed the Need for Speed philosophy. Under the scheduled railway practices adopted in 1998, CN now boasts 90 percent on-time performance for carload freight. The process works by not only scheduling cars and trains, but everything that goes into running the railroad.

The same process is used for CN’s intermodal hotshots and the way CN overhauled the operation to make them work. “We looked at every minute,” Berry says. “That’s what you have to do.”

How exactly did CN whittle 24 hours off its schedules? A top to bottom review of the operation, Berry says.

To get the trains over the road faster, and keep trains at the 60 mph maximum speed, CN added more locomotives to priority trains. The horsepower per-ton ratio was pushed to between 2 and 2.5, up from 1.5 or so. Although running with extra power would seem to add expense to trains with a relatively slim profit margin, it actually improves equipment utilization and saves money in the long run because the trains are faster, Berry notes. (Time does, indeed, equal money.) Crew changes were streamlined to take only 5 or 10 minutes,

instead of the usual 20 or 30. Transcontinental trains are refueled just once — at Winnipeg. And meets are carefully choreographed to reduce delays.

"It's not absolute speed," Berry points out. "It's a matter of how you handle terminals and meets."

As any railroader knows, terminals are where trains burn a lot of time. CN tweaked its schedules to ensure that trains thread their way through the railway's 18 intermodal terminals more efficiently. Cut-off times — the deadline by which a trailer must arrive at the terminal in order to make the train — were reduced to as little as 30 minutes. Similar improvements were made in availability at destinations. And, in places such as Toronto, extra lifting equipment, and the personnel to operate it, were also added.

Money well spent

Some of the measures taken by CN to speed its hot trains increase costs. But the traffic growth, coupled with improved revenue per trailer or container, makes it money well spent.

Overall, Need for Speed is the way railroads must go if they are to boost market share vs. trucks. "I don't see any other way," Berry says. To be sure, that takes a railroad run with iron discipline and an emphasis on priority traffic.

CN plans to extend the Need for Speed to its former Illinois Central routes this year, perhaps by adding a Vancouver-Chicago-Memphis service, Berry says. Also in the works: NAFTA-related service linking Canada, the U.S., and Mexico via service partner Kansas City Southern and its Mexican affiliates. CN also may steal a page from erstwhile merger partner BNSF and offer guaranteed intermodal and RoadRailer service starting this year.

Is there something other railroads can learn from CN? "I don't presume to tell other railroads what to do," says Berry, who over his career has worked in the coal departments at Union Pacific and Southern Pacific, and the intermodal departments at SP and Burlington Northern.

An intermodal executive for a U.S.-based railroad looks north admiringly, and says CN has come to a meeting of the minds regarding what all of its service offerings should look like. "We should all try to emulate that," he says, noting that it's no coincidence that CN, which provides the industry's best service and has the lowest operating ratio, also leads in intermodal growth.

One lesson is clear from CN's Need for Speed performance: To outpace the economy, you have to keep up with trucks. And CN has proven it can be done.

1/17/2001 - Each week, Trains.com News Editor Bill Stephens takes an in-depth look at today's rail industry.

NS Divisions continued

to Chattanooga, and from Knoxville to Asheville, N.C., Andover, Va., and Bristol, Va.

As a result of this consolidation, the following Kentucky and Tennessee division lines will be assigned to other divisions:

- The Kentucky Division's 260-mile line from St. Louis to Louisville, and branch lines, will become part of the Illinois Division, with headquarters in Decatur, Ill.

- The Kentucky Division's 336-mile line from Cincinnati to Chattanooga, and branch lines, will become part the Central Division.

- The Kentucky Division's 90-mile line from Danville, Ky., to Louisville, and branch lines, will become part of the Central Division.

- The Tennessee Division's 320-mile line from Chattanooga to Memphis, and branch lines, will become part of the Alabama Division, with headquarters in Birmingham.

Terminals will be assigned as follows: Louisville Terminal — Central Division, Cincinnati Terminal — Central Division, Chattanooga Terminal — Central Division, Memphis Terminal — Alabama Division, Sheffield Terminal — Alabama Division.

Some of the changes require further handling with the union representing the company's involved train dispatchers, and the realignment of involved train dispatching functions will be implemented after completion of that process. Central Division superintendent will be Paul E. Gibson Jr., who was superintendent of the former Tennessee Division. Train and engine personnel in all areas of the realignment will continue to report to their usual locations.

With the consolidation, Norfolk Southern reduces from 12 to 11 the number of its operating divisions. These are the Georgia, Piedmont, Virginia and Pocahontas divisions in the Eastern Region; the Dearborn, Harrisburg and Pittsburgh divisions in the Northern Region; and the Central, Alabama, Illinois and Lake divisions in the Western.

Via NS News - Internet

A. Lincoln

One hundred forty years ago on March 4, 1861 Abraham Lincoln was inaugurated as the 16th. President of the United States of America. On February 11, 1861 Mr. Lincoln boarded a special train at Springfield, Illinois to take him to this event in Washington, DC. This is an account of the route and events of that rail journey.

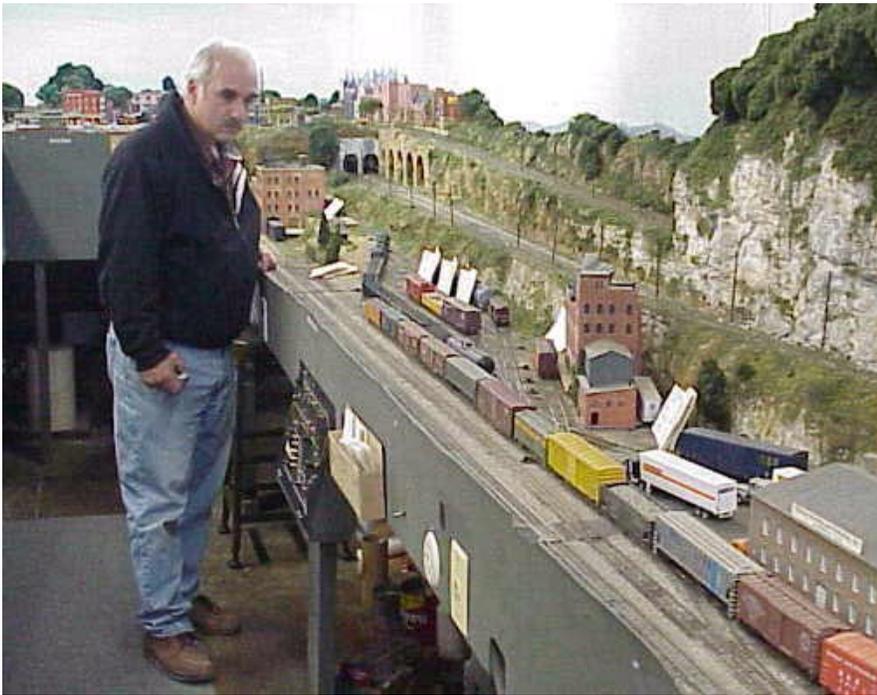
Before his election to the Presidency Mr. Lincoln, as an attorney in Springfield, had represented the Illinois Central and Rock Island Railroads in Illinois during the 1850's.

During his presidential campaign he toured as far east as New York by rail; although, few details can be found. The election (November 6, 1860) reflected the bitter divisions that led to the Civil War. The election results follow:

Candidate	Popular Vote	Electoral Vote
A. Lincoln	1,865,593	180
J. Breckinridge	848,356	72
J. Bell	592,906	39
S. Douglas	1,382,713	12

For Mr. Lincoln's special train a baggage car and a coach were assembled, probably

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Member Bob Gallippi works the Stanlyville Yard during the operating session in February. You will note the last train through set off a large cut for Bob and he is trying to figure out where to put all the cars.

NARP News

January 31, 2001

The new \$12 billion High Speed Rail Investment Act was unveiled at a Capitol Hill news conference this afternoon.

Sen. Joseph Biden (D-DE) opened the conference by noting: "We owe it to the country...because our transportation system is already stretched to the breaking point...High speed rail has to be part of our long-term environmental policy, part of urban planning, part of our nation's future."

Sen. Kay Bailey Hutchison (R-TX) followed, saying, in part: "We want to make Amtrak a truly national rail system. I think George Warrington is really committed to that, and I think he can do that if we give him the tools...Some of my colleagues think this is another subsidy for Amtrak. There isn't a transportation system that isn't subsidized...Rail is the least subsidized to the point of ridiculousness...Air traffic congestion is at an all-time high...It

will get worse over the next 10 years...Highway expansion is very expensive and sometimes environmentally untenable. We've got to have an intermodal transportation system that includes rail."

The bill's value has been increased from \$10 billion to \$12 billion. It has 51 original co-sponsors (up from 22 when S. 1900 was introduced in late 1999), including Senators Lott and Daschle.

The new bill (whose number was expected to be S. 250) lets Amtrak sell \$12 billion in bonds (rather than \$10 billion) over ten years. The 20% state match must be in place before bonds can be sold for a particular project. There is a \$3 billion cap on the amount any one corridor can receive, and a \$1 billion cap on the total amount that can go to lines other than the Northeast Corridor and corridors that DOT has designated under ISTEA and TEA-21 as high-speed rail corridors.

Bondholders would get federal tax credits rather than interest payments.

Under HSRIA, the designations become much more meaningful than they are now.

HSRIA is the best opportunity for the federal government to provide an incentive for state investment (as highways and transit enjoy) and for serious development of intercity passenger rail nation wide.

Twelve senators (plus Sen. Lautenberg) were at the news conference. The three newest co-sponsors of the bill were on our January 26 hotline sponsor wish list—thank you for your work! They were Senators Lott and Cochran (both R-MS) and Dorgan (D-ND).

From Ross Capon

Editor: Do you really think our government will wake up to the fact that highways and airlines are really crowded and we could move people in a better mode? Maybe some day but it looks like some of them, 22 sponsors last year and 51 this year, may be changing their minds.

LINCOLN - continued from page 4

from the Toledo, Wabash, & Western Railway roster. It was spotted at the Great Western Railway of Illinois Depot in Springfield. After Mr. Lincoln gave his farewell address, his party of fifteen (including the President and Superintendent of the Great Western) boarded the coach. The train departed at eight o'clock Monday morning February 11, 1861. for a twelve day journey to Washington, DC.

The first stop for the train was at Tolono, Illinois where Mr. Lincoln gave a speech to the citizens of Champaign County at the Wabash (Great Western) - Illinois Central Depot. At State Line City, Indiana a stop was made to change locomotive and railroad; the Toledo, Wabash & Western (first): where Mr. Lincoln took the opportunity to give another speech. When Lafayette was reached the train was transferred to the Indianapolis, Cincinnati & Lafayette Railway. The train arrived in Indianapolis at five o'clock where Mr. Lincoln gave a speech at the Bates House.

At every city along the route a carriage, drawn by six or eight white or black horses with fancy plumed harness, was provided to carry Mr. Lincoln to a state capital or other government building for a speech

and lodging. At these cities there was also a change of railroad as well as locomotive for 1861 was at the infancy of the railroads and they had not been merged into the great railway systems of the twentieth century.

On February 12, Mr. Lincoln's fifty second birthday, the train arrived in Cincinnati, Ohio. The next day, February 13, Congress certified the electoral vote; however, between December 20, 1860 and the departure of the special train seven states had seceded from the Union.

That same day the special train departed Cincinnati over the Little Miami and the Columbus & Xenia Railways to Columbus, Ohio for a speech to the state legislature that night. The special departed for Pittsburg over the Pittsburg, Cincinnati & St. Louis Railway on the 14th.; transferring to the River Division of the Cleveland & Pittsburg Railway at Stubenville, Ohio. The train departed for Cleveland, Ohio over the main line of that railroad through Rochester, Pennsylvania. From Cleveland to Erie, Pennsylvania the route of the special train was over the Cleveland & Erie, then over the Buffalo & Erie stopping at Westfield, New York. There Mr. Lincoln met Grace Bedell; the little girl who had written him a letter suggesting that he grow a beard because of the thin features of his face.

At Buffalo the special train was transferred to the rails of the New York Central Railway stopping at Rochester and Syracuse for speeches. In Albany, New York Mr. Lincoln gave speeches from the steps of the Capital and in the Hall of Assembly on February 18. On that same day Jefferson Davis took the oath as President of the Confederate States of America in Montgomery, Alabama. Down the Hudson River Railway, Mr. Lincoln's train went with stops for speeches at Troy, Hudson and Peekskill. At New York City Mr. Lincoln rode in a procession of thirty carriages to a speech at the Astor House.

The next morning
Horace



Greely's Tribune reported the event.

Arrival in Philadelphia was over the New York & Philadelphia Railway after a stop for Mr. Lincoln to address the New Jersey Assembly at Trenton. At four o'clock on February 22 Mr. Lincoln had a meeting with Allen Pinkerton; a railroad detective for the Philadelphia, Wilmington & Baltimore Railway. Pinkerton had uncovered a plot to assassinate the President-elect in Baltimore. At six o'clock Mr. Lincoln pulled a rope that raised the Flag over Independence Hall, then journeyed to Harrisburg that night to give a speech and have a conference with the Pennsylvania Governor.

The Decision was made to have Mr. Lincoln return to Philadelphia by the same route over the Pennsylvania Central Railway, but to substitute a different coach and locomotive. The telegraph wires from Harrisburg to Philadelphia were cut so that the enemies of Mr. Lincoln could not alert conspirators about the change in plans. At Philadelphia Mr. Lincoln was placed in a berth on a Pullman car that was coupled to the rear of a Philadelphia, Wilmington & Baltimore train to Washington departing at ten o'clock. A woman detective working for Pinkerton had reserved two berths; one for her and one for her "invalid brother". Arrival in Baltimore was at 3:30 am February 23, but the train had to wait an hour for a connecting train from the west. At six o'clock in the morning Mr. stepped off the train in Washington.

The cars of the special train arrived in Baltimore that afternoon disappointing the crowd that Mr. Lincoln was not on board; for they cheered for Jefferson Davis as the train drew into Calvert Station.

This ended a twelve day journey of anticipation, hope and intrigue.

While in office President Lincoln signed the enabling act on July 1, 1862. This legislation created the Union Pacific Railway; the eastern portion of the nation's first transcontinental railway. The bill also stipulated the gauge of the tracks to be 4 foot 8 1/2 inches and the eastern terminus as Omaha, Nebraska.

*Wade Frasch, San Jose, CA –
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Lafayette, Indiana

History is made

On Monday, January 22, the former Wabash line through Lafayette became a yard connection track as the mainline was cut at both end of the city. At 9:30 AM the last eastbound train traveled through town and the dispatcher gave the Maintenance of Way approval to begin their 6-hour window of shifting the track to the new corridor.

I arrived in Lafayette early, just as it was getting light, hoping to see a few trains move for the last time. I had followed three eastbounds and saw two of them head through the corridor.

On Sunday the westbound had been cut and swung to the new track at East Yard. This meant that all trains had to use the eastbound, thus running at restricted speed through town. Finally the last westbound #181, came around the curve at Third Street. Beside him was the M of W equipment heading for the west end of the project. No. 181 cleared the former diamond and we waited for the last eastbound that was at West Point. It was interesting, the last train through town was UP powered.

The Danville Gang got permission to cross the tracks with the equipment and then the tamper and regular were moved west. The welding truck backed down to the cut point and crews began torching the track. At the same time the dozer and backhoes were working from the west lining over 500 feet of track. Within two hours the track was cut and lined to connect to the new alignment. The rest of the day was spent placing ballast and tamping/lining for 10 mph movement later in the day.

At East yard the Lafayette crews had cut the westbound and were moving at the same time. They also had about 500 feet to move over and had a 45 foot shift to make. I went to this area around 1:00 to get some footage at this end of the project. By 3:00 both ends were near ready and the Assistant Division Engineer invited some of us to Hi-rail through the corridor. We headed to Smith Street where he set on. The NS Project Engineer from Atlanta, the

Lafayette Track Supervisor and a Project Engineer from HNTB all piled into the vehicle. I got the front seat because I had the video camera. We backed to the west connection and then started east.

The city had the Mayor and news media on the Main Street bridge near the depot. In addition, there were about 30 people there waiving as we went through. We traveled the westbound all the way to East Yard where we set off.

I made it back to the truck and headed to the new pedestrian bridge at Smith Street. The first train was to be 16K off the CNIC. The local train masters and other officials were in the lead unit. By about 5 PM, as the sun was setting, the train, led by a NS unit with a IC and KCS unit behind, came around the curve with the horn blasting. In the cold evening the sound echoed down the Wabash Valley. The speed was 10-mph over the shifted track and 25-mph in the corridor, thus it took a while to clear the bridge. Also on the bridge were 8 local fans waiting for the first train.

I had to head out to Toledo that night but after supper, and leaving town, I could here the dispatcher lining up the trains to make their moves through Lafayette all night. No longer would 45 trains a day in the downtown area stop motorists. Only 6-8 trains remain until the Muncie line is cut in around the middle of March. At that time the Wabash line through Lafayette will go silent and an era will end.

As a post note, the next day I was told that there were 4 trains at a time in the corridor. Since that time NS has really used this new alignment, especially with the 45-mph speed limit compared to the 25 on the other track. If you haven't been to the corridor there are many good places to get good shots. Take a trip over sometime, it is worth it.

At the next meeting I will have the video of the cutover from start to finish. Be sure to come and see history in the making.

Rick

CSX Change at Indianapolis

CSX has put out the following General notice for changing the identification of the desks in Indianapolis.

CSX General Notice 2-27

Effective: 1500 Hours Wednesday, January 10, 2001

Train Dispatchers Desk identification changed as follows:

1. St. Louis Line Disp. will now be known as the "IB" Disp.
2. Indianapolis Terminal Disp. will now be known as the "IC" Disp.
3. Indianapolis Line Disp. will now be known as the "ID" Disp.
4. Toledo Branch Disp. will now be known as the "IE" Disp.
5. Columbus Disp. will now be known as the "IF" Disp.
6. Cleveland Terminal Disp. will now be known as the "IG" Disp.
7. Cleveland East Disp. will now be known as the "IH" Disp.

Effective Monday, January 15, 2001 the names of all lines, branches and secondaries will be changed to subdivisions.

Via the Internet

Construction Projects

Norfolk Southern

As you will read in this issue, the big change at Lafayette finally happened. We have been involved there since 1992 and the project has been on-going since the middle 1980's. It always seemed like the day would never come, and when it did it was over so quick. But that is the life of a relocation. We still have work over there and will continue involvement for a couple of months.

Other work has been slow due to weather. At Archbold, OH the bridge is set and the contractor is scheduled to pour the deck the first week in February. Ballast is to arrive around the first of March and hopefully the railroad is back on the bridge by the middle of the month. In Columbus the track has been shifted and bridge wingwall work continues. Final track work and signal work will occur this summer.

In Hannibal the contractor dropped the U.S. Route 36 bridge the first week in January. In Chicago two projects are getting ready to start and make the motoring public happy with the orange barrels.

CSX Transportation

The Walbridge, OH Turnpike Connection track between the former C&O line and the south end of Stanley Yard saw activity late last month in the way of a public meeting. About 175 people wanted to ride us out of town "on a rail", so to speak. The project is waiting for a number of public questions to be answered.

We got a new project near Hopkinsville, KY which will add a second track west of the mainline to allow the main to become a switching lead for 5 industries. Due to the volume of traffic CSX is having difficulty working the industry tracks that are spread over about 1/2 mile of industrial location. Building this new track will allow the local to enter the track and work the industry while leaving the main open for through traffic. Survey will begin the middle of the month.

Our new contract with the railroad is getting signed and we have two projects from the Richmond District office. One is from Sand Patch to Garrett, PA. This is a signal and control point project and we will furnish weekly inspection and record keeping for the railroad. ABC-NACO is the signal contractor and because they were our team partner in the CSX contract we were chosen for this project. The second

project involves about 25 miles of track on the former B&O mainline west of Harpers Ferry to West Cumbo. Federal money is involved to add capacity to the line to cut down on the interference MARC trains receive from CSX freight trains. There are some station upgrades, three new control points and about 5 miles of third track construction for a controlled siding. The first phase will be a feasibility study.

Conrail

We are handling underground pipe crossings for Conrail in the Detroit area. Also, our inspector will monitor work around a Ford plant near the city and an overhead bridge reconstruction near Taylor, Michigan. My assistant from Ohio will be traveling to New Jersey this month to meet with Conrail and discuss additional work in the Detroit and eastern Shared Assets areas.

Other Projects

Our office is finishing work on the roll out/in structure for replacement of a South Shore bridge over CSX in Gary, Indiana. This project will be let this spring. Our Rolling Meadows office designed the 120 foot girder bridge and we are designing the structure for roll-out and roll-in. The Route 6 project involving the CNIC and Metra is still on hold waiting for IDOT to come up with additional funding for the project. Both carriers have approved our preliminary track design for the temporary alignments. Staging will involve a total of 6 separate structures being built to allow for track shifts and the increased costs are being approved by the department. As usual, all work will break at the same time and extra hours will be required to get the projects out.

Rick



Wheel Report

For those of you that travel Interstate 72 between Decatur and Champaign, like I do, you will notice a string of freight cars east of Cisco on the Decatur Junction operated line. A string of 50-plus covered hopper cars, mostly ex-NS cars are stored for the Alabama Railroad Co, another railroad owned by owner of the DJ. Spotted west of the grain cars are 50 high capacity boxcars, new, for the Coe Railroad. The DJ, like the KBSR, has found that leasing storage space pays bucks for unused trackage.

Operation Lifesaver – reports that through August of this year there have been 114 collisions that resulted in 22 fatalities. Collisions are up 4% and fatalities are down 45% compared to the same period for last year.

At a recent meeting a video was shown of a recent truck incident at the St. George Road crossing in Bourbonnais. This is the crossing immediately north of the infamous McKnight Road crossing. An Amtrak train was placed in emergency to avoid hitting a truck stopped on the crossing and the incident was caught on video. There have been two other incidents involving trucks at the McKnight Road crossing.

Union Pacific's new "winged warrior" SD70M locomotives from Electro-Motive Division will be getting company in January 2001, when the first of 25 units in UP's latest AC6000 order roll out of General Electric's Erie (Pa.) plant with the revived winged shield logo emblazoned on their snouts.

The 6000 h.p. alternating-current locomotives will be just the second locomotive model to wear the historic emblem that UP re-introduced in May on the SD70M's. There's no word yet, UP spokesman John Bromley says, on when older safety-cab units will emerge from the shops in fresh paint with wings in the place of their current, undersized shield logos. The winged shield debuted in 1939 on passenger diesels, but was dropped in the 1960's as carbody units were supplanted by hood units, although it continues to adorn UP's historic, rebuilt E9's used on special pas-

senger trains. *TRAINS On-Line*

Michigan approves bill for grade-crossing cameras. Under a bill passed by the Michigan Legislature, state and local highway agencies would be able to install video cameras at grade crossings to help stop traffic violations.

Police would be allowed to review the tapes when investigating a reported violation at a grade crossing, the Associated Press reported. The bill would allow Michigan Department of Transportation, county road commissions, cities, and villages to decide whether to use video cameras at railroad crossings.

More rebuilt SD40-2's heading to CSX from Alstom - Building on an earlier deal, Alstom will supply CSX with 100 remanufactured SD40-2 locomotives in connection with a multi-year lease agreement between CSX and CIT Rail Resources. The deal is worth \$80 million, and follows a similar deal reached in March, under which Alstom supplied CSX with 50 rebuilt SD40-2's. The work on the latest batch will be performed at Alstom's Montreal shops, the company announced December 11.

TP&W west end to be sold – The SF&L Railway Inc. which is buying the TP&W's west end rails, literally, since RailAmerica will retain ownership of the R of W. It turns out that the two owners of SF&L Railways, Morris Kulmer and Kern Schumacher, are also owners of A&K Materials, a scrap firm based in Salt Lake City. A&K is well known for purchasing railines, and after running a couple trains to prove that the trackage is a money loser, scrapping it. It looks very much like future of the west end is on short time. – via the Internet

TP&W – January 30 - About a mile West of the East Peoria Yard, The TP&W has a number of units stored. 2 East Central Tennessee units, 2 GP-20's in Bumble Bee, 2 GP-20 in Kodachrome, 1 GP-20 Lighting Stripe, 2 Blue GP-20 and a Rail America GP-9 ST Croix Valley its.

Via John Stubblefield

Amtrak Rear-ends Freight

Amtrak train 286, en route from Niagara Falls to New York City, rear-ended a CSX freight train at low speed near Syracuse, N.Y., Monday February 5, injuring 61 of the 102 passengers and crew on board.

Most of the injuries were minor, and none was life-threatening, said Phil Politano, a spokesman for Rural/Metro Medical Service. Sixty-one people were taken to local hospitals, and all but eight were treated and released, Amtrak said. Three people were initially listed in serious condition.

“It was mostly bumps and bruises,” Politano said. The most seriously injured included some people with internal injuries and one with a broken leg, he added. The Amtrak engineer was among those taken to the hospital, although the extent of his injuries was unknown, Politano and Amtrak said.

“There was not that much damage,” Politano, who was at the scene, told Trains.com. “It was obvious it was a low-speed impact.”

Train 286 pulled out of the Syracuse station minutes before the 11:37 a.m. collision at Salina, N.Y., on CSX’s Chicago Line, the double-track former New York Central route across the Empire State. Both trains were headed east on Track 1 near Control Point 290. The weather was overcast at the time.

The Amtrak train consisted of two F40PH locomotives and five cars, said Amtrak spokeswoman Karen Dunn. The rear truck of the lead locomotive derailed, as did the rear truck of the first car and the front trucks of the second, third, and fourth cars. The second locomotive and fifth car remained on the rails, and all of the equipment was upright.

The crew of CSX train Q620, which was headed from Montreal to Selkirk, N.Y., was not injured. The general merchandise train had two locomotives and 92 cars, said CSX spokeswoman Kathy Burns. None of its cars derailed, but lumber loads

on the last two cars were shifted and some lumber was scattered across both tracks, she said.

Passengers on other Empire Corridor trains were bused around the collision site. They continued their journeys via rail on both the east and west sides of the site, Dunn said. The accident caused delays to Amtrak trains 63, 64, and 281, ranging from 15 minutes to nearly two hours. Regular Empire Corridor service was restored after Track 2 was opened around the site at 2:14 p.m., Dunn said.

Amtrak arranged complimentary hotel accommodations, a dining facility with meals, free long distance phone service, and travel re-accommodations for the passengers of train 286.

The National Transportation Safety Board is investigating the collision. Both crews underwent toxicology tests the day of the collision and were to be interviewed by NTSB investigators on Tuesday, said NTSB spokesman Ted Lopatkiewicz. Safety Board investigators were scheduled to hold a news conference in Syracuse at 8 p.m. Tuesday.

TRAINS On-Line 2/6/01

Wheeling & Lake Erie seeks to deactivate signal system

Regional Wheeling & Lake Erie has applied to the Federal Railroad Administration for permission to deactivate its traffic control system between Bellevue and Spencer, Ohio. The 37.5-mile stretch of track would be operated by Track Warrant Control, as is the practice on much of the railroad.

In its application to the FRA, the Wheeling said the signal system is unreliable in inclement weather because it is susceptible to moisture damage. The Wheeling would retain its approach signals and interlocking circuits for its at grade crossing of CSX near Wellington, Ohio, and convert three existing sidings with power-operated switches to radio control. The track is former Norfolk & Western, earlier

the Nickel Plate road and, until the late 1940s, the original Wheeling & Lake Erie.

Via TRAINS On-Line 2/6/01

CONCERNING MARC’S BRUNSWICK LINE SERVICE

Maryland MTA has issued an apology for the unreliable performance of Brunswick Line trains during the month of January. Through Friday, January 26, Brunswick Line trains were operating only 81% on time, with Martinsburg trains significantly worse than that. Many of the delays have been directly or indirectly related to the derailment of a freight train earlier in the month just east of Martinsburg. In addition to the immediate impact of the derailment, there have been long term speed restrictions imposed until CSX can replace numerous ties.

On this past Friday, two unrelated events inconvenienced passengers. Train 882 was terminated at Washington Grove due to a unfortunate trespasser fatality. While MARC planned to operate normal service on Friday afternoon, the engineer of train 883, the 6 p.m. train to Brunswick, developed kidney stones and was taken to the hospital. MARC was forced to cancel the train at the last minute.

This morning’s train, No. 880, was delayed on the move of the equipment from Brunswick to Martinsburg following a freight train. Part of the delay was associated with the temporary speed restrictions described above. MARC recognizes that the level of service is not up expectations. For the long term, improvements are in the process of being planned to the signal systems between Brunswick and Martinsburg stations. These improvements will allow for more flexibility in dealing with problems which occur in that area. In the short term MARC will be actively working with CSX to improve reliability on the Brunswick Line.

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Editor - Our firm will be part of the planning work on this section of CSX