

# DANVILLE FLYER

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

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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.

## OFFICERS FOR 2005 - Our 37th Year

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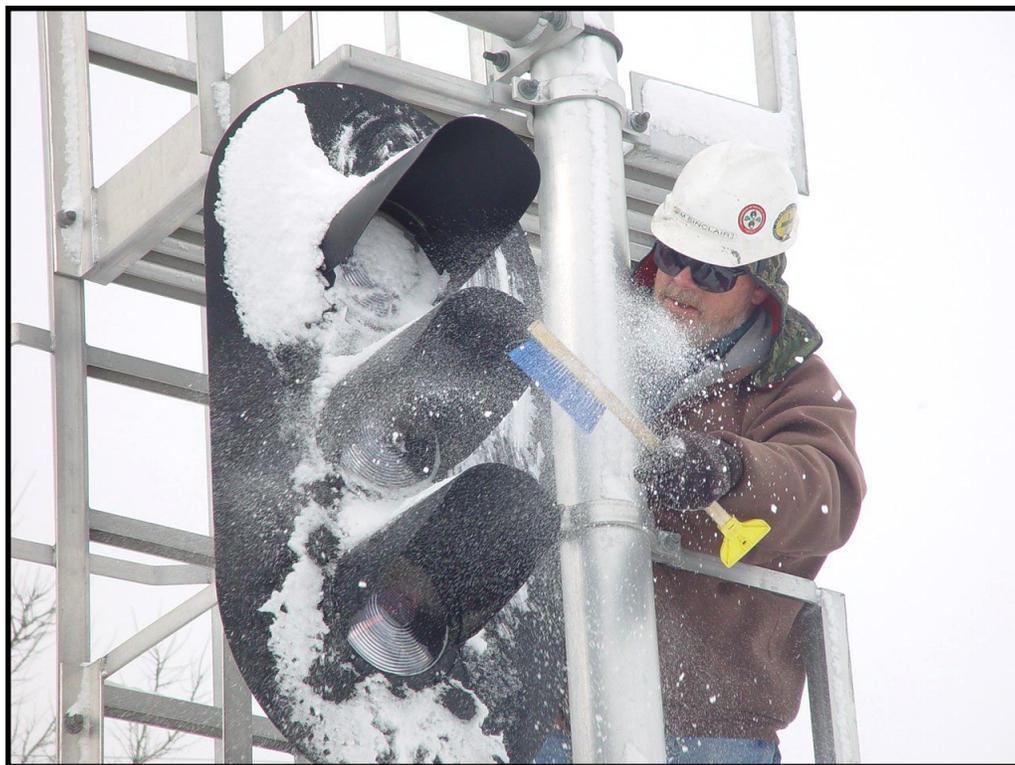
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Visit our Chapter WWW Home Page On-Line - <http://www.prairienet.org/djc-nrhs/>

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The date is Feb 15, 2003, and a sticky wet snow has fallen overnight while blowing in on a easterly wind. Westbound NS trains can't see their signals! Answering the call of duty, NS maintainer and Chapter friend Jim Sinclair is seen here brushing snow from the lenses of the westbound signal for East Yard in Lafayette, IN. Photographer unknown.

## Coming Events

### *February 20, 2005*

Danville, IL - Chapter meeting at Pizza Inn, Gilbert and Williams Street, 1:00 PM

### *February 13, 2005*

Wheaton, IL - Great Midwest Train Show - DuPage Co. Fairgrounds, 9-3 \$7

### *February 20, 2005*

Peoria, IL TrainFair, Illinois Central College, Rt 24, 11-3, \$2

### *February 27, 2005*

Midlothian, IL - South Suburban Model Train Show, Midlothian Park District Field House, 14500 S. Kostner, 9-2, \$3.50

### *March 12 & 13, 2005*

Cisco, IL - Cisco Jct. Model Railroad Group, Train and Circus Show, downtown Cisco, 10-4, \$3

### *March 13, 2005*

Danville, IL - Chapter Meeting at Pizza Inn - **NOTE DATE CHANGE DUE TO URBANASHOW**

### *March 13 & 14, 2005*

Cisco, IL - Train and Circus Show, Cisco Center, 10 AM to 4 PM, \$3.

### *March 19 & 20, 2005*

Urbana, IL - Annual Train Show at Lincoln Square Mall - note change in dates for 2005

### *April 23 & 24, 2005*

Monticello, IL - MRM throttle time

### *April 30, 2005*

Beecher, IL - Chicago and Eastern Illinois Historical Society annual meeting 10 AM to 9 PM

## Next Meeting

The next meeting will be held on Sunday, February 20 at the Pizza Inn. As usual, we meet around 1:00 PM, order from the menu and start the meeting around 1:45 PM. Program announced at the meeting.

Annual dues are due by the end of March so get your renewal to Allen Cooke as soon as possible. We appreciate your membership and the donations that some of you have made..

Note the changes in some of the operating sessions due to other scheduled events. In addition we canceled the January and February sessions at the museum but we will have operating sessions the first Saturday in March and April. Cold weather, lack of restroom facilities at that time and chance of snow resulted in the organizers to cancel the monthly event. Bill and Rick will have sessions on their layouts in February and March as noted. If you plan to attend one of their sessions let them know via E-mail or a phone call - helps plan for the days session. In addition Al is still planning to have the group over for a session on his O Gauge layout.

The status of the Urbana Show noted in the last issue is that the show is on and it will be the 3rd weekend of March. Thus we have moved our regular March meeting up one weekend to March 13. Hopefully your editor will find time to put the newsletter together in time. Put this change on your calendar in case the issue does not get out before the meeting. For the next 10 years the show is scheduled the third weekend of March - should work better this way and miss the Wheaton show.

## Operating Sessions

### *Grafton, Davis & Mt. Storm Ry.*

Saturday, February 26th, 2005

Saturday, March 26th, 2005

Saturday, April 23, 2005

12:00 to 3:00+, 309 E. Dale Avenue, Rossville

### *Chicago, Illinois & Eastern Railroad*

Saturday, March 5, 2005,

Saturday, April 2, 2005 last session

1:00 to 3:00+ at the Depot Museum, Rossville

### *Danville and Western Railroad*

Saturday, February 19, 2005

Saturday, March 12, 2005 (note change in date - last session)

1:00 to 3:00 PM at 1819 Coventry Drive, Champaign.

Call Bill @ 748-6445 or Rick @ 359-2868 and let them know you are coming

*2005 Chapter and Museum dues are due. If your label has a red note about dues you have one more issue coming unless renewed.*

*Don't miss out - send in as soon as possible.*

**March Meeting -**  
**March 13**



## New BNSF Logo

January 24 - New corporate and railway subsidiary logos and a new name for its railway subsidiary – BNSF Railway Company — were unveiled today as Burlington Northern Santa Fe Corporation Chairman, President and Chief Executive Officer Matt Rose rang the closing bell at the New York Stock Exchange. The corporation will retain both its name and ticker symbol.



“During the 10 years since the merger that created BNSF, much has changed in the railroad landscape,” Rose said. “BNSF has identified itself as progressive, vital, approachable and resourceful — a strong

part of the global transportation network. As we look to the future, we believe that our identity should reflect those core attributes.”

The new BNSF identity will be phased in over a period of time. It will appear on locomotives and other rolling stock, stationery, signage, the BNSF Web site, logo merchandise and other promotional items.

“We are excited about this new identity as we believe it reflects our future as a leader in transportation service and innovation, as well as the growth of BNSF Railway and its contributions to the global transportation network,” says Rose.

BNSF Railway Company operates one of the largest railroad networks in North America, with about 32,000 route miles covering 28 states and two Canadian provinces. The railway is among the world’s top transporters of intermodal traffic, moves more grain than any other American railroad, transports the components of many of the products we depend on daily, and hauls enough low-sulphur coal to generate about ten percent of the electricity produced in the United States. BNSF is an industry leader in Web-enabling a variety of customer transactions at [www.bnsf.com](http://www.bnsf.com).



## CSX-INRD Ameren Coal Train

### *And others*

The UP-CSX-INRD coal trains generally originate at North Antelope Rochelle Mine in the Wyoming coalfields and travel on UP to Chicago, where they are interchanged to CSX. CSX brings the trains to Sullivan, IN, where they turn west and run on the Indiana Rail Road to Ameren’s Newton Power Plant, southwest of Newton, IL. A CSX crew takes the train from Danville to Newton, and it’s possible that a reciprocal arrangement is in place to allow an INRD crew to bring the train back to Danville. This latter arrangement was in place when CP held the contract, with CP crews taking the loads to Newton and INRD crews returning the empties to either Latta Yard or Spring Hill. If the new contract is identical to last year’s, the plant will receive 300 loaded trains annually, which comes out to about 1.6 additional trains/day on the CE&D Sub between Spring Hill and Sullivan. These trains have always run with UP power and about 105 rotary-dump gons.

Another coal move is being made out of the Vermillion Mine south of Georgetown. A recent daylight movement along the entire remaining length of the Danville Secondary.

The train had ex-NS (CR) GP38-2s HLCX 3830-3818-3826-3822 and 75 IPL loads. The train was held at CP-72 for the CP crew to come on duty at 17:15.

From Louis Rausch, CP Conductor, via his son: This is a strange routing arrangement by INRD, (long way around) CP gets it at Finley Jct. and delivers to CSX at the old CR connection at the Van. The Vermillion Grove mine is on the old CR (Paris-Danville, IL) north of Paris, IL around Ridge Farm.

The only thing we can figure is that the CSX either won’t give or guarantee timely service thru Indy/Avon for this movement that the INRD can live with. However here’s the game as it came down the day we handled the 1st time.

We set it up to move on the GT-21-14 out

## Depot Sign Stolen

During the month of December burglars broke into the Wabash Valley Railroaders Museum in Terre Haute IN. While they failed to gain entry into the buildings they did make off with the original Pennsylvania Railroad sign with the name “TURNER”, which bolted to the side of the Turner Depot!! This tells us it was a “collector” or someone who knew what they were after and went through a lot to get it off the building. If you should run across this item at a show, swap meet or other wise, please contact me immediately!

If found, contact Bill Foster, President, Haley Tower Historical & Technical Society, [www.haleytower.org](http://www.haleytower.org), 812-236-5940

of Latta, on duty at 1300.

They waited until 1800 for the train at Finley, then as they were to depart the Latta Dispatcher, who had been advised by 1st trick that CSX would have a crew at

1700, called the CSX and was advised they wouldn't have a pilot for their crew until 2230, so the dispatcher had GT-21 put the train away at Keller for later. He then later was advised the pilot had laid off on the CSX. So we had Keller blocked by a train that was better off left at Finley. And you know the rest of the story- it was finally taken at the connection 24hrs later. If this routing continues, this will be normal operation, as usual. I don't understand why the CSX continues to negotiate for and accept traffic that they don't have the capacity or manpower to handle on the CE&D.

The Ameren deal? I know that Ameren will wish they hadn't made the latest arrangement/ agreement w/CSX/INRD for the Newton business, and it won't be very long either. You watch, those trains will either be setting around everywhere between Yard Center & Sullivan or stacked up at Barr Yd. The reason the way they are shipped from the mine, and the capacity at Newton.

Newton has room for two trains, no where to meet between Newton & Sullivan (yet) they come out of WY. back to back: that's six of them boys, about 24hrs and they're at Proviso, knockin at the IHB door. And that's six every week, (course don't forget about the emptys going the other way) at the same time; then there's delays acct. of weather (which means they add sets or extra trains to catch up at, one time we had 9 sets in Ameren service)

Then if the power plant is delayed unloading, (at times, we have had three loaded trains at Latta waiting to go and two empty trains coming at us to take) till we talked the INRD into building the new connection at INRD JCT, we would come to gridlock, and that happened many times. So where is the CSX going to start putting 6300 ft. trains when this takes place? This is just one small part of their traffic on the CE&D, the CSXs' main trailer and tote train corridor, I'll bet their dispatchers aren't happy about this move.

Recently there was a rare daylight movement along the entire remaining length of the Danville Secondary. The train had ex-NS (CR) GP38-2s HLCX 3830-3818-3826-3822 and 75 IPL loads. Train is currently being held at CP-72 for the CP crew to come on duty at 17:15. If the destination is showing as Somerville, it's probably a small geographical typo; I suspect this train is actually bound for IPL-Petersburg on the ISRR. Both Vermilion Grove and Somerville Central Mines are Black Beauty Coal Co. properties

## **GM Agrees To Sell Electro-Motive Division**

General Motors Corp. (NYSE: GM), Greenbriar Equity Group LLC and Berkshire Partners LLC today announced that they have reached a definitive agreement in which GM will sell its Electro-Motive Division (EMD) to an investor group led by Greenbriar and Berkshire Partners. Terms of the transaction will not be disclosed.

The sale agreement covers substantially all of the Electro-Motive businesses, including North American and international locomotives; power, marine and industrial products; the spare parts and parts rebuild business; and all of Electro-Motive's locomotive maintenance contracts worldwide. Both the LaGrange, Illinois and London, Ontario manufacturing facilities are included in the agreement.

The proposed sale is contingent on completing negotiations with the United Auto Workers Union (UAW) and the subsequent ratification by its members. The transaction is expected to close in the first quarter of 2005.

"Greenbriar and Berkshire Partners have a long-term commitment to creating value in the railroad industry that extends back to the 1980s. Electro-Motive has outstanding products, employees and a truly global franchise, and we believe the company's prospects are bright," stated Reginald Jones, a managing partner of Greenbriar Equity Group.

"GM is pleased to have Greenbriar and Berkshire Partners acquiring the company," said William Happel, GM vice president and general manager of Electro-Motive. "These groups have a long-established reputation for excellence as rail industry investors and financiers. As an independent company with access to the resources of the new owners, Electro-Motive will be well positioned to continue to service its customers and grow the business."

Electro-Motive employs approximately 2,600 hourly and salaried people. The company designs, manufactures, markets, sells, and services freight and passenger diesel-electric locomotives and diesel marine and power generation products for use worldwide. Since the early 1930's, Electro-Motive and its associates have produced more than 58,000 diesel-electric locomotives for customers in 73 countries. Electro-Motive diesel engines are used in over 100 countries worldwide. Additional information may be found at [www.gmemd.com](http://www.gmemd.com).

## **Watco wins CSX branch, furthers network growth**

Watco Companies beat out two other bidders to win a portion of the B&O line that serves West Virginia coal mines, freeing CSX of the expensive, mountainous segment. The line handles 75,000 carloadings a year, 95 percent of it coal and the remainder mostly forest products, said Ed McKechnie, Watco executive vice president of strategic development. "Certainly, this is a significant acquisition for us. We are excited about it. This really gives us an anchor in the mid-Atlantic to build around," he said.

During a protracted six-month bidding process, CSX saw opposition by unions and elected officials worried about the loss of union jobs. Sen. John D. Rockefeller, D-W. Va. wrote CSX chief operating officer Michael Ward about possible harm to CSX employees. In addition, CSX sought

out local shortlines to placate West Virginia officials. But, CSX initially did not receive any viable bids and had to extend the deadline, cutting the transaction in half to make it feasible for the smaller carriers, dropping the 182-mile east-West route from New Martinsville to Cumberland, Md., to leave Watco with the 158-mile north-south route from Grafton to Cowen.

CSX and Watco are releasing few details about the line, but coal sources estimate the segment supports gross revenues of Winn, with the largest mine producing 2.5mn tons annually. Watco been aggressive recently in expanding its network. In late December, Watco took over operations of the 40-mile Mission Mountain Railroad in Montana through a lease and purchase agreement with BNSF. The railroad serves 12 customers and moves 9,000 railcars a year.

That railroad adds to Watco's Pacific Northwest holdings – the Eastern Idaho, Palouse River and Coulee City railroad and the Great Northwest Railroad, which Watco acquired nearly a year ago. Watco also added 122 miles of track from BNSF in Texas for its Timber Rock Railroad in July.

The acquisitions are part of Watco's strategy to build regional networks to complement the Class Is, which are focusing increasingly on long-haul operations. Watco operates 2,937 miles of track in 12 states with the new leases.

"This is a unique segment of railroad because of the customer base and the geography," said Les Passa, CSX vice president of strategic planning. "Segments of railroad with such specific needs sometimes can be more efficiently operated by shortline railroads. Larger Class I railroads, like CSXT, are better at long-haul moves. So, the Class I/shortline relationship is an effective means to provide the most efficient level of service to rail customers."

Watco will have to wrestle with the expensive upkeep of the line's aging bridges and track. CSX said its maintenance meets FRA standards, but state officials have said the track quality has slipped in many areas to slower speeds, earning a lower FRA rating.

Watco will cut costs by using non-union maintenance crews, according to shippers lobbied by the unions to oppose the lease. Watco will have an aggressive tie and ballast program, replacing 8,000 to 12,000 ties a year, McKechnie said.

## **Norfolk Southern apologizes to derailment-area citizens**

More than a week after a collision and derailment leaked deadly chlorine gas in Graniteville, a small town 15 miles east of Augusta, Ga., Norfolk Southern on Friday released an official statement of sympathy, which also appeared on the company's website. The January 6 incident, in which a mainline NS train was mistakenly routed into a siding holding a parked locomotive and two freight cars, killed nine people, hospitalized dozens of others, and caused an evacuation of 5500 people from their homes and businesses.

"The site of the January 6 accident has been substantially cleared, and remediation and restoration are under way," said David R. Goode, Norfolk Southern chairman and CEO. "On behalf of all of the Norfolk Southern family, I want to restate our commitment to the citizens of Graniteville and Aiken County to do everything in our power to help them recover.

"We again offer our deepest sympathy to the families of those who lost their lives including one of our employees, our wishes for a speedy recovery to those who were injured, and our sincere apology for the hardship and inconvenience caused by this accident.

"Finally, this past week is a testament to the strength of the people of Graniteville and Aiken County. Citizens, families, emergency personnel, relief organizations, businesses, and government leaders all have reacted with decisive leadership, expert knowledge, and compassion. All of us at Norfolk Southern are enormously appreciative of their efforts, and we will continue to support them in every way possible throughout the recovery pro-

cess."

*Editor: The cause of the accident was a locked switch lined for the siding that held the dead train. The crew lined the switch, put the train away and forgot to line the switch back before getting onto the van to head home. The territory is "dark territory" and thus the misaligned switch did not show up on any dispatcher board.*

*As a result one congressman is suggesting that railroads install "automatic power switches on all switches on their systems" and "hiring from 400 to 800 more FRA inspectors for hazardous materials" as if this would solve the problem. Rules were in place to prevent it from happening, but not followed. FRA has come out with new suggested rules to all carriers to prevent this from happening as similar accident has occurred in recent months on other carriers.*

## **KCS to purchase 30 new locomotives**

Kansas City Southern announced last week that it is purchasing 30 new SD70ACe locomotives from Electro-Motive Division, to be delivered in fourth quarter 2005. In 2004, EMD offered KCS a 75-day free trial of two SD70ACe's. They will remain on KCS until the new units arrive. KCS says the new units are capable of pulling 9.6 percent more 110-ton coal cars than any of the locomotives currently in KCS's fleet. KCS's most recent new-locomotive purchases were 50 General Electric AC4400CW units in 2000, although the road also has invested heavily in rebuilt older EMD locomotives. KCS's total diesel fleet numbers about 500 units.

*Via TRAINS On-Line*

**Rescheduled**  
**March Meeting**  
**March 13**

## Overhead wire problems tax South Shore riders' patience

For the second day in a row, problems with overhead electrical equipment snarled the morning rush hour Thursday for South Shore Line commuters, according to a story in the Chicago Tribune. The problem was resolved about 9:30 a.m., but by that time, six inbound trains to Chicago and three outbound trains to Indiana had been canceled, according to the Northern Indiana Commuter Transportation District.

South Shore trains operate with electricity from overhead catenary wires, and a wire came down at 7:12 a.m. on Chicago's far South Side, where South Shore trains merge onto the Metra Electric Line from University Park to run north to the Loop, according to Metra spokeswoman Audrey Renteria.

Repair crews were dispatched to the scene, near Metra's Kensington station at 115th Street and Cottage Grove Avenue. While repairs were under way, no South Shore trains operated between the Hegewisch, Ill., and Kensington stations. South Shore riders were bused between the stations, and Metra honored their tickets. The problem also delayed inbound and outbound Metra Electric trains by about 10 minutes, Renteria said. (Metra partially funds South Shore service because the Hegewisch station is in the city of Chicago; all other South Shore stations east of Kensington are in Indiana.)

On Wednesday morning, South Shore commuters heading to Chicago were delayed an hour or more after a pantograph, the rooftop electricity-pickup apparatus on each car, became entangled with a crossing gate west of the Metro Center in downtown Gary.

*Via TRAINS On-Line*

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## Athern SD45-2 & MP 15AC

### *For you modelers*

Athern Trains announced at the Amherst Railway Society show in Springfield, Mass., that its next two HO scale Genesis series locomotives will be an Electro-Motive Division MP15AC diesel switcher and an EMD SD45-2 diesel locomotive. Both models are scheduled for release in late 2005.

The firm's EMD MP15AC models will have a precision can-type motor with flywheels, prototype-specific cabs and hoods, Blomberg type B trucks, see-through radiator intakes and etched-metal grills, detailed cab interiors, separately applied m.u. hoses, and plastic handrails and uncoupling levers. Possible road names (Athern may not make all of these) include Canadian Pacific, CSX, Eastman Kodak, Electro-Motive Division, Georgetown RR, Golden Triangle, Kennecott Copper, Long Island, Louisville

& Nashville, Milwaukee Road, Missouri-Kansas-Texas, *Nacionales de Mexico*, New York & Atlantic, Rockwell International, Seaboard Coast Line, Seaboard System, Soo Line, Southern Pacific, Terminal Railway Alabama State Docks, and Union Pacific.

Athern's EMD SD45-2 will feature a precision can-type motor with flywheels, prototype-specific cabs and hoods, HTC truck sideframes, plastic handrails and uncoupling levers, and positionable drop steps. Potential road names include Arizona & California; Atchison, Topeka & Santa Fe; Burlington Northern Santa Fe; Clinchfield; Conrail; CSX; Duluth, Missabe & Iron Range; Erie Lackawanna; Family Lines; Helm Leasing; MPI Leasing; Montana Rail Link; National Railway Equipment Leasing; Norfolk Southern; Reading & Northern; Seaboard Coast Line; Seaboard System; *Transportacion Ferrocarril Mexicana*; and Trona Railway.

Many of you should remember Shane Wilson, formally of Danville. Shane now lives in Champaign and is now head of the model railroad section for Horizon

Hobbies. He was involved in the purchase of Athern by Horizon. Shane was at the above show to announce the new models and plans to setup an display at the Urbana Show in March.

## Peoria Connection?

Your editor recently read an article in the Midwest Rail Scene Report from a PeoriaRails web site concerning using the TP&W as the connection between the UP and BNSF to CSX and NS in the east, thus bypassing the Chicago gateway. Interesting thought.

At one time the Peoria and Eastern was thought of as the gateway from east to west but we all know how that turned out. With mergers the business dropped off and the line was abandon in most places. The TP&W served as a bridge between the west and the PRR in the east for many years. Again, as mergers took place the business dropped off and the TP&W began to suffer. At least that line is still in existence.

The author came up with some routes for moving business through Peoria. The UP/CSX business would be from North Platte to Avon, IN. Not sure how it would get there, I guess connect to the former Monon line. The route they now use is through St. Louis gateway, a much faster route even with delays crossing the Mississippi. The NS connection would be through Logansport to Bellevue, but then some business goes via Kansas City connection, which again is much quicker.

The TP&W for the most part is 40-mph or less. There is a lack of siding capacity, hill coming up from the Illinois River valley and other problem areas that prevent through train movement. The line is "dark territory" and thus you can move only a few trains at a time, especially with lack of siding. To get the railroad up to a 60 mph railroad would cost millions and if you have been in the Watseka area you have seen the track condition – fair to poor in some locations.

The CREATE project in Chicago will help in some relief of the problems that exist

today. At the present time the BNSF/CSX connection at McCook is a single-track connection at 10 mph. Our design project for that location is to add a second track, a new crossover south of the crossing and speed upgrade to 30 mph. Once in place the railroads will be able to make parallel moves and clear either BNSF or CSX/IHB and still hold a train on the connection. At the UP/IHB crossing at the east end of Proviso Yard we are to design a 30 mph connection with plans for a second connection to "flyover" the main tracks that carry Metra. In addition we are adding a 3<sup>rd</sup> main from east of 25<sup>th</sup> Avenue to the west side of Proviso Yard which will allow an increase in capacity movements.

NS is increasing their capacity by lengthening the siding at Sidney, Illinois and the siding at Rockdale, IN has been extended and placed in service. Within the next 10 years much of this line will become double track and will service some 50 plus trains per day.

It would be nice to see more traffic on the TP&W. I remember as a kid seeing PRR power waiting at Effner for the TipUp train to arrive and complete the connection to the east. Even then, in late 1950's, only 2 trains traveled the line per day.

## Mayors seek warning of hazardous train cargo

The mayors of more than four dozen U.S. cities, citing the recent deadly train wreck and chemical spill in Graniteville, S.C., asked the federal government Wednesday to let local governments know when railroad companies haul hazardous materials through their towns, according to a story in The State newspaper of Columbia, S.C. The almost 50 mayors signing the letter include those representing the cities of  
C o l u m b i a ;



*Continued on Page 7*



President Dave Sherrill has started work on the railroad above his garage. In early January the "museum" part of the Arrowhead Railroad was completed. Work has started on the layout with benchwork up and some roadbed started. Being retired Dave now has time to devote to the hobby after the "list work" is completed.

## Florida Tri-Rail bridge project derailed over construction dispute

Construction of a new bridge that will let Tri-Rail commuter trains soar over the South Fork of the New River without waiting for boats has stopped in its tracks in a dispute over bridge standards, according to a story in the South Florida Sun-Sentinel.

The South Florida Regional Transportation Authority, which runs Tri-Rail, wants to use fly ash to build concrete bridge supports. Fly ash, known for its ability to fortify concrete, is a byproduct of coal burning. But freight railroad CSX, which is responsible for maintaining and dispatching trains on the Tri-Rail corridor, which operates between Mengonia Park, just north of West Palm Beach, and Miami International Airport, doesn't approve of using fly ash in bridge construction. CSX halted almost all bridge work on November 17. A month later, the railroad allowed the contractor to resume work on smaller aspects of the \$53 million project. But major bridge work remains suspended.

The issue should be resolved in a few weeks when CSX, Tri-Rail, and the Florida Department of Transportation reach an agreement to turn over maintenance and dispatch duties to SFRTA. Despite the construction delays, Mazza said the bridge should still be finished by March 2006. Tri-Rail has pledged to begin running rush-hour trains every 20 minutes by then. Without the higher bridge, trains would have to use the existing drawbridge, which is kept open for boats and closes only when trains pass.

The 3,700-foot-long span will be between the drawbridge that now serves freight, Tri-Rail, and Amtrak trains and the southbound lanes of Interstate 95. At 55 feet, it will be high enough for ships to pass underneath without being raised. Tri-Rail and Amtrak trains will switch to the new two-track bridge when it opens. Freight trains, which can't make the steep grades of the new bridge, will continue to use the drawbridge.

*Editor: Our engineer in the Pittsburgh office is handling this project for CSX. They are a year behind and this is not the only problem that has occurred on the project.*

## Wheel Report

**A Texas county judge** took on the unlikely roll of rail advocate. Bexar County Judge Nelson Wolff said that he would campaign for a “national railroad solution comparable to President Eisenhower’s interstate highway system.” The judge presides in a county in Southwest Texas primarily served by Union Pacific that has seen several recent train accidents as well as increased train congestion. In a statement, the judge went on to recommend forming a national commission to explore federal, state, local and private partnerships to help provide \$100 billion in rail infrastructure improvements he said were necessary over the next 10 years. “The other option is putting more trucks on the highways and you know what that’s like,” added Mr. Wolff. (San Antonio Express-News)

**The Federal Railroad Administration** issued a safety advisory relating to the previous week’s train collision in Graniteville, SC. The advisory called for railroads “to document when a manually operated switch in non-signaled territory is changed from the main track to a siding and returned back to the normal position for main track movements” and “for these actions to be communicated to all crewmembers and the train dispatcher.” The advisory follows mounting evidence that the crew of the NS train that took the siding in Graniteville inadvertently lined and locked the switch into the siding, with the other NS train then entering that siding and colliding with the first train. The accident killed 9 persons, including 8 bystanders in the surrounding community who were asphyxiated by one of the derailed cars that leaked chlorine gas. At midweek and as evacuated residents were beginning to return to their homes, NS came under public criticism when interim expense checks issued by NS claims agents were found to have small print stating that endorsing the check constituted “a full, final and complete release of all claims growing out of” the accident. An NS spokesman said that the small print referred only to the recipients’ current expenses and did not stop them from seeking future assistance or suing. (*Charlotte Observer, Railway Age*)

**Changes at Sullivan, Indiana**—from Dave Honan - I visited Sullivan today during an after-class excursion down south of Terre Haute. Changes are indeed underway at the CSX-INRD connection/diamond:

- New SG on the CE&D Sub erected, signals turned to side
- New power switch (machine only?) in place for INRD connection track
- New NG on connection track erected, signals turned to side
- New “A” and “B” bungalows in place
- Three or four new signals lying on ground at the MOW base at S Sullivan; I can’t recall exactly how many, but it’s likely that the existing signals at the diamond will vanish
- New INRD-style signal installed at the turnout on the INRD Indianapolis Sub; I presume this will be radio-controlled by the INRD Switz City DS similar to the RC turnouts operated by touch-tone at Midland and Hoosier Junctions (Dugger and New Lebanon, IN, respectively).

While I was buzzing around, signal crews were working at the “B” shack at the turnout and the “A” shack at the diamond; the interlocking will be renamed from “INRD Diamond” to “Sullivan Interlocking” (abbreviated “Intl.”). With these changes, trains will now be able to clear/enter the CE&D Sub at Restricted Speed without having to stop to take care of the hand-throw turnout, and changing the diamond from automatic to DS-controlled will permit northbounds to come up from Oaktown (15 miles to the south) while a train is using the connection (something that currently cannot be done).

Also, for those not in the area who might be interested, the first train to Ameren (Newton, IL) ran on January 04, and the contract calls for 300 loaded trains/year. These trains run from the Powder River Basin on UP to Chicago and are interchanged to CSX.

**CSX Dispatching Changes** – A recent visit to the CSX Dispatching Center in Calumet City, IL revealed that CSX is planning to add the north end of the Monon to the Calumet City dispatching

center. In addition, the Union Pacific is looking at moving their Proviso Yard dispatching center over the Calumet City and join the IHB at this location. With the close coordination between these three railroads having all dispatchers in the same location will greatly enhance train movement. CSX is also talking to BNSF about moving their local dispatching to Calumet City. With the interchange that all of these railroads do together it is quicker to walk down the hall and talk to the other Chief instead of trying to make phone contact. With the opening of the CTCO office several years ago in the downtown Metra facility movement of rail traffic in the Chicago area has greatly improved. These changes would complement the improved service.

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Md.; Chicago, Ill. and Miami, Fla. The letter was delivered Wednesday to the Office of Homeland Security.

Knowing what materials come through town would allow fire and rescue units to launch rescue efforts more quickly and more safely, instead of first trying to figure out what chemicals are on wrecked trains, proponents say. The mayors made a similar recommendation in 2001.

*Editor: What about the material that trucks haul through various cities? Certainly in a derailment there could be more cars involved but one tanker truck can do a lot of damage. In addition, terrorists are setting bombs on tanker trucks in Iraq, what about here. It could happen and be much worse than a rail disaster in some larger cities.*

**March Meeting -**  
**March 13**  
**Changed due to**  
**Urbana Train**  
**Show**