

FIRST CLASS MAIL

"THE DANVILLE FLYER"

DANVILLE IL 61834-1013
P.O. BOX 1013
NATIONAL RAILWAY HISTORICAL SOCIETY

DANVILLE JUNCTION CHAPTER



A westbound CP train passes a construction crew at Burns Harbor, IN, on the NS (former CR) Chicago line. CP engine 5572 in the lead. This will be the location of a new overhead bridge for Route 249. Photo by Rick Schroeder, 6-24-99.

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 Conrail, in Danville, IL with lunch beginning at 1:00 PM Central Time followed by meeting and program.

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Coming Events

September 19, 1999

Chapter monthly meeting at the Pizza Inn, Williams and Gilbert Street, 1:00 PM.

July 28 - August 1, 1999

Chicago Area Garden Railroad Society, Garden Railway Convention

August 8, 1999

Great Midwest Train Show, Wheaton, IL DuPage County Fairgrounds, 10-4, \$6

August 15, 1999

Ft. Wayne, IN, Train and Collectible Toy Show, at the Lantern, 4420 Ardmore, 11-4, \$2

August 14 & 15, 1999

Monticello Railway Museum, Caboose Days, Wabash 2824 should be on the train and we will staff both days.

August 21 & 22, 1999

Decatur, IL Train Show at the Civic Center 10-4 and noon to 5, \$2.

August 21, 1999

Illinois State Fair, Operation Lifesaver, DJC and C&IM Chapters to assist OL at the fair.

September 18 & 19, 1999

Monticello Railway Museum, Railroad Days

Next Meeting

The next meeting will be Sunday, September 19 at the Pizza Inn corner of Williams Street and Illinois Route 1 in Danville. Remember, no meetings in July or August.

We are in need of help at the museum this summer. There has been a small turnout of volunteers this year. Business is also down but we still need to have the building open. Labor Day weekend will be the busy weekend so please plan to help one day during the 3-day holiday.

At the same time the C&EIHS museum in Watseka will be open the first Saturday of each month.



Wheel Report

Big yellow on IC, 6/21/99 from Walt Baselt - apparently, the UP SD90macs with the 6000 hp diesel are being returned by VMV to the UP courtesy of the IC. At least five have come north through Champaign in the past week. The 8508 on Sunday and today the 8510 and the 8517 sandwiched the EMD test car, ET820. Units have been working. Last week two went north on an IC coal train. Units are almost spotless! The diesel has a deeper growl than most of the EMD sounds. By the way, the 8508 has a serial/frame # of 966715-1, apparently the first unit built?

NS Symbols - Eastern Railroad News is currently compiling the listings of new Norfolk Southern symbols. The first batch completed on Friday morning are those in the Intermodal Group. For the new intermodal symbols on the former Conrail territory, point your browser to <<http://www.eastrailnews.com/nsintermodal.html>>. We are working on compiling many of the other symbol groups as well. The next batch posted will likely be coal train symbols.

From Kevin Burkholder, Eastern Railroad News, <http://www.eastrailnews.com>

IC locomotive notes - 5/22/99 from Joseph D Santucci

The IC plans to retire all of the remaining GP10's by year's end. All of them are for sale. Initially, 20 CN rebuilt Geeps dubbed GR 418's will replace them, road numbers unknown at this moment. 28 of the remaining 51 SW14 switchers will also be retired. They too, are for sale. The GP11s are safe for the present time. Get your photos now.

The latest batch of SD70s have had their problems. Apparent poor quality control at Super Steel has contributed to some of this. Poor and loose wiring and loose and leaky gear pans for starters. Also prime movers that are leaking oil (obviously an EMD not subcontractor problem there). These are contributing factors in their delay in getting shipped from Hornell to the IC until March. All units are to cycle through VMV for warranty repairs. IC will get two LLP SD60s with HP hours determined by the shopping time of the out of

service SD70s.

EMD 1768 the warranty replacement unit for the first batch of SD70s has left the property (and won't be missed). This was the ex NS (NW) 1768 that had the high nose chopped off and one control stand removed.

GTW GP38 series are becoming more common on IC system. I had the 6227 in my consist on IO-3 a couple of Mondays ago. More GTW GP38-2s in service on IC property. The 5815 (CNNA paint) 5816, 5835 (CNNA paint), 6227, 6228 are a few I've spotted. GTW has retired and sold some ex DT&I GP40s including the 6402 and 6406 that were on lease to IC late last year. Also, some GTW SD40s starting to be retired and sold so they won't be showing up on IC trains.

The NRE SD40's (ex CNW) that were on lease to GTW for several years are now stored serviceable at Woodcrest. The IC can reactivate them at anytime and use them under an agreement with NRE for short term. SD 40-2s 6116, 6133, 6148 in Woodcrest Shop being rebuilt to SD40-3s and will be renumbered into the 6250 series. A total of 15 will be done this way in 1999. Some will be done at VMV. All getting dynamic brakes reinstalled.

The two former BN E units at Woodcrest in primer are to be repainted into CN colors and renumbered 102 and 103. The 102 made a couple of shakedown runs on IO-1 and IO-4 a couple of weeks ago in primer. It turned back north at Memphis. They will not appear in the new paint for a couple of months though. Apparently, there has been a change of heart on disposing of these units. Woodcrest will receive the wheel truing machine from Battle Creek Shop in August giving the IC two of them. The other is at Memphis.

Publicity photos of the new CN/IC system feature CN 5771 (SD75I) and IC 1014 (SD70).

GP10s 8126 with electrical trouble and 8294 with other problems and both with flatspots to Woodcrest this AM. Will they be fixed???? SW14s 1400 (with original rounded cab) and 1453 to Woodcrest this past week with bad flatspots. Again, will they be fixed or set aside?

The Danville Triangle

Major changes may be coming to CSX and NS

I've been putting this together bit by bit. All subject to correction and change. Sources are CSX signal and train crew people...

The "Danville Triangle", for those not familiar, consists of three interlocked crossings of three formerly separate roads. The former P&E (more recently Conrail) makes up the base of the triangle. The left side is the former Wabash (NS) and C&EI city lead. The right side is the former C&EI main (CSX). At each point of the triangle, there are crossings at grade.

The northern point, where NS and CSX cross, is known as North Yard, which also describes the interchange yard north of the crossing where NS and CSX currently exchange cars. The old city main takes off at North Yard from the CSX main and parallels the NS down across Conrail to the Lauhoff Grain plant. This is locally called "the hole", where an interchange to the CR also takes off from the city lead before it reaches Danville Junction.

The southwestern point is Danville Junction, where the NS mains and the city lead cross the Conrail tracks. There are interchanges between Conrail and both CSX and NS in the northwest quadrant of these diamonds.

The final crossing is the one at the southeast corner of the "triangle". This is Cory, where the CSX main crosses Conrail and then south of that point splits into two tracks (main and runner) headed towards Brewer.

So with that background, here's what looks like will happen:

North Yard, the yard itself, will be abandoned. This gets rid of one power switch on the main. The remaining power switch down into the "hole" will remain, and in fact, the "hole" will become a through train route for trains headed to the CR Danville Secondary. Think I'm joking? Welded rail has already been strung out from the main-

line connection at North Yard to Section St. where the CR interchange tracks are next to Danville Junction! This will probably be the new route for CP trains going to Terre Haute and vice-versa.

At Danville Junction, the NS interchange lead to Conrail may be pulled out, unless it remains as a connection for NS to get to Hillery. The city main will definitely come out from the point where the new welded rail swings off towards Conrail, and a point south of the crossing where a relatively obscure wye track that passes through the Merlan scrap processing plant connects. This wye track will allow CSX trains on the former CR to reach Lauhoff. NS may also use this track if a crossover is built south of Danville Junction to connect their westbound main and the city lead. Getting rid of that portion of the city main eliminates two diamonds, but the NS diamonds crossing the CR will remain.

At Cory, the diamond goes and a connection is made from the runner track to the CR “main”. This allows a straight shot from Brewer to Hillery, where CSX and NS will interchange instead of North Yard. (*Editor — CSX looked at building a track through the former General Motors plant at Tilton to reach NS from Hillery. The idea was presented to NS but suspect cost was a factor.*) East of Cory, the location formerly known as “16 Hill” (where Conrail and L&N once interchanged coal trains and L&N interchanged with the MoPac local from Villa Grove), will see one track put back in to connect the CSX main to the former Conrail in order to reach Tee Pak on the east side of town. This will also eliminate one grade crossing at Griffin St.

All of this means a remarkable increase in traffic on the former Conrail line through downtown Danville. CP through trains, trains to Decatur and all the NS and CSX interchange will be passing through the dozen or so street crossings, and those of any length will quite nicely split the town in two. It’s been a long time since Danville has seen any through trains on this route, and I doubt that the increasingly impatient motorist base will take well to this change. I don’t think the mayor has a clue what’s about to hit him!

Like I said, all subject to change, but the welded rail down in “the hole” is a sure sign that part of it’s true.

Doug Nipper

inefficient systems that can add as much as six hours to the two-hour trip across the city. CSX’s new centralized train-dispatching center in southeast suburban Lansing is an early step in coordination.

The real impetus for the Chicago improvement plan came last January, when a blizzard dumped 21 inches of snow on the area and railroad traffic literally froze. Stuck signals and icy tracks added a new dimension to the usual chaos. The railroads admit the delays continued for weeks, and some customers contend it was more like months.

In response, the 13 major carriers serving Chicago organized the railroad improvement plan under the auspices their trade organization, the Association of American Railroads. Working in the rails’ favor is the recent spate of mergers, which has reduced the number of players. Paying for the plan will require local, state, and federal funding. IDOT already has pledged support, according to Eugene Shepard, chief of the agency’s rail freight sector. A Metra spokesman told Crain’s the agency “is happy to be a major player in this effort, which we view to be the most significant of its kind in recent memory.”

Minimally, trains will be rerouted and rescheduled. New infrastructure, including new crossings and double tracking, are likely in heavily congested corridors. The fabled Brighton Park crossing of Illinois Central (Metra Heritage) with two CSX lines on the city’s South Side, which is manually controlled, is an obvious early target to modernize.

Another is the previously reported plan to relocate Illinois Central traffic away from the lakefront and the St. Charles Air Line south of Chicago’s Loop to a new corridor. Burlington Northern Santa Fe may consider joining CSX in the regional train dispatching center, as BNSF has with Union Pacific in Houston. UP has joined BNSF at a new southern California center and has relocated some coal-train-route dispatchers in BNSF’s headquarters center in Fort Worth. A Kansas City center is in the talking stages. All this represents previously unheard-of cooperation between nominally fierce land-transportation competitors.

Chicago railroads have big plans to untangle bottlenecks

Representatives of all large U.S. railroads met in mid-June in Chicago to launch an ambitious \$500 million plan to upgrade signals and tracks, creating more grade separations, all in an attempt to bring the Railroad Capital’s century-old railroad infrastructure up to date, reports Crain’s Chicago Business magazine.

The plan will focus on loosening up 12 well-known Chicagoland bottlenecks by adding tracks and overpasses, computerizing signal systems, and streamlining yard management. While still in the formative stage, the plan is likely to involve some funding from public agencies such as Illinois Department of Transportation (IDOT) and Metra, Chicago’s commuter railroad. Two Metra routes, SouthWest Service to Orland Park and Heritage Corridor to Joliet, are particularly vulnerable to freight delays at west-side freight junctions in the city.

“It’s a work in progress,” John Orrison, vice-president of service design for CSX, told Crain’s. “The railroads want to improve service, bring in more business, and get more trucks off the roadways.” As the nation’s rail freight hub, Chicago is also the largest source of delays. On an average day, the 13,000-plus freight cars trying to interchange between railroads clog junctions, stop up the system, and paralyze through trains.

Comparing the control of railroad traffic to other modes, Crain’s pointed out an elementary difference—whereas the airlines share a common control system to monitor all incoming and outgoing flights, railroads have historically managed traffic by relying on their own networks or agreements forged with other carriers. The result is a hodgepodge of overlapping and

By far, the biggest issue in Chicago will be solving the problem of rail and highway crossings where delayed trains block roads. The group hopes to have a draft plan by July and is optimistic that work could start sooner rather than later. "The idea is that some projects could be funded next year," says Chuck Allen, general manager of the Indiana Harbor Belt Railroad, a switching railroad with headquarters in Gary and whose line is used by several carriers.

Members of the group are hoping to develop a three-year plan outlining a series of projects that have a realistic chance of being funded. "There is support up and down the line for this (plan)," says CSX's Orrison.

TRAINS On-Line - posted 6/16/99

More strange Railroad Laws

An Indiana law forbids anyone to attack a train. Texas has a law against the use of cocoa mats in waiting rooms. Alabama laws solemnly warn, "Do not shoot at an engine cab." In Rhode Island, they're even more particular on this point, proclaiming, "It is unlawful to throw anything at locomotives."

South Dakota frowns upon its citizens placing firecrackers on railway and trolley tracks "especially if you touch a match onto it."

In some states the law has provided certain privileges for trainmen. For example, in Michigan, train and engine men are allowed to carry blank cartridges.

And in Nebraska trainmen are permitted to go "muskat hunting." The laws say nothing about the companies' point of view in these matters.

Louisiana feels strongly about the matter of cuspidors. A state law decrees that every depot shall be equipped with such a receptacle. And in Texas the law says that there must be a cuspidor for every three seats in parlor cars and one for every two seats in the smoker. Also in Texas, the dressing rooms must have signs and coaches must be fumigated if germs are

Chicago Metra expansion plan wins federal support

A previously rejected proposal to expand Chicago Metra's highly successful North Central Service to Antioch got a second chance May 21 when federal officials reversed course and recommended funding the \$204 million project, the Chicago Sun-Times reported.

"I look forward to working with Metra ... the Corridor represents a wise investment in federal discretionary resources," Federal Transit Administration chief Gordon Linton wrote in a letter to lawmakers.

Metra wants to add 11 miles of second main track to the line, owned by freight-hauler Wisconsin Central Ltd., because ridership is increasing. The North Central opened in August 1996 and carries more than 4000 passengers each weekday—a 147 percent increase since it opened. The second main track will allow Metra to increase daily trains from 12 to 22 and still accommodate WC's freights.

Last month, the FTA had said the expansion wasn't needed, would not alleviate suburban sprawl, and didn't have a state funding commitment for 20 percent of costs. So Metra sent the FTA additional information and enlisted the help of Senators Richard Durbin (D-Ill.) and Peter Fitzgerald (R-Ill.) to get it back on a list of approved projects.

TRAINS On-Line - posted 5/26/99

found.

Railroad laws can be somewhat contradictory from state to state. No Iowa State official is allowed to accept a railroad pass. On the other hand, New Jersey railroads must carry many state officials free; the Governor, game commissioners, prison inspectors, and about fifty other people.

In Mississippi, any conductor who puts a passenger into the wrong compartment can be fined \$500. In Alabama it is unlawful for any one to apply for freight cars unless the applicant intends to use them. Texas prohibits dry cleaning on trains. In Michigan, passengers who have been exposed to certain disease have been disinfected. It's a crime to soap the tracks in Mississippi, and in Alabama you are not allowed to put salt on the tracks.

If you spot anyone carrying opium on a train in Illinois and don't report it, you are liable for a fine of \$5000.

Railroad trestles in Montana are required by law to have sidewalks for cattle. Arizona has a law that states, "Any train that is flagged in a desert must stop and give water to any person that needs it." Florida trains must stop for a doctor at any place that he cares to get on or off. Alabama's

citizens are not allowed to wave at a train with a red flag or light if there is no danger present.

In Washington State, "A dog shall be carried on the cowcatcher of all trains. The dog is necessary to put to flight cattle obstructing the track.

Via Blackhawk Chapter

Lightning strike disrupts CSX dispatching center, snarls rail traffic

A lightning strike at CSX Transportation's communications center in Florida knocked out part of the railroad system's signal system June 3, slowing or halting railroad traffic—including 11 Amtrak trains—in parts of the East and Midwest, the Miami Herald reported. Also affected were radio communications between train crews and dispatchers, CSX said.

The lightning strike at 5:30 p.m. in Jacksonville, Fla., knocked out the company's signal system between Chi-

cago and Philadelphia, in portions of Michigan, and in the Kentucky-West Virginia coal region, said CSX's Adam Hollingsworth. CSX's new Conrail lines, taken over two days before, were not affected, because they are dispatched from regional centers.

"It slowed and, in some places, stopped rail traffic until the signal system could be restored," Hollingsworth said. "In some areas, we were able to use portable signal equipment and cellular phones to safely keep the trains running."

He said about 200 trains were affected by the outage, including 15 passenger trains operated by Amtrak and commuter lines Virginia Railway Express and Maryland Area Rail Commuter. CSX runs about 1300 trains daily through the affected areas.

Steven Taubenkibl, an Amtrak spokesman, said none of the 11 affected Amtrak trains, all south or west of Washington, D.C., were delayed more than 4 hours, but Amtrak's internal operational advisory reported that train 50, the Chicago-Cincinnati-Washington "Cardinal," was delayed 5 hours 22 minutes and train 66, the Newport News-Washington Boston "Twilight Shoreliner," was delayed 5 hours 15 minutes. The northbound "Carolinian," from Charlotte to New York, was 4 hours 55 minutes late at Fredericksburg, Va., but 6 hours 7 minutes late by the time it reached Alexandria, 46 miles away. Train 85, the New York-Richmond "Colonial," and train 93, the Boston-Richmond "Virginian," both arrived in Washington on-time off Amtrak's Northeast Corridor but were annulled at the capital instead of entering CSX.

Crew relief for NS on way from Union Pacific

Union Pacific, the railroad whose post-merger experiences both CSX and Norfolk Southern are trying at all costs to avoid, is loaning train-crew employees to NS to help alleviate post-Conrail congestion.

The program, developed with UP, the United Transportation Union, and the

Brotherhood of Locomotive Engineers, calls for 30 engineers and 40 UP trainmen to work on NS property on a 30-day basis, with a possible extension, said Robbin Rock, NS director, labor relations. The first wave of UP employees has departed for NS, said Harry Straub, director-CMS Southern Region.

Seventeen engineers and 20 conductors will first head to Pittsburgh for five days of training with NS. Afterward, seven engineers will go to Toledo, four to Kankakee, Ill., four to Croxton, N.J., and two to Harrisburg, Pa., while on the conductor's side, four will head to Kankakee, three to Croxton, 10 to Harrisburg, and two to Pittsburgh.

"Most of the engineers in the first wave are from Houston, whereas the majority of conductors are from St. Louis, with a few from Little Rock," Straub said.

The second wave of UP employees will head out July 7 and will include 13 engineers from Longview, Texas, and 20 conductors from Little Rock. Their NS work locations have yet to be determined.

"The plan calls for employees to work 26 days away and have four days back home, with the option to return to NS property," Rock said. "This is a favor our employees are doing, and the unions have been cooperative in helping out." —

*Kevin Burkholder, Eastern Rail News
via TRAINS ON-LINE, posted 7/2/99*

Railfair '99 concludes successful run, attracts 180,000 visitors

The organizers of Railfair '99 showed some audacity when they billed their June 18-27 event in Sacramento, Calif., as the last great railroad show of the millennium, but they more than backed up their claim. For 10 days, some 180,000 visitors came to the California State Railroad Museum in the restored Old Sacramento city site along the Sacramento River downtown to sample the spectacle of an old-fashioned railroad

festival. The official theme was "California Calls You," in keeping with the state's sesquicentennial celebration.

The highlight of the event clearly was the wide array of historic and contemporary locomotives and rolling stock on display. Grabbing much of the spotlight were the five mainline steam locomotives which traveled to Sacramento: Union Pacific 4-8-4 844 and 4-6-6-4 Challenger 3985 from Cheyenne, Wyo.; Santa Fe 4-8-4 3751 from Los Angeles; Southern Pacific "Daylight" 4-8-4 4449 from Portland, Ore., and SP 4-6-2 2467 from Oakland, just rebuilt by owner Pacific Locomotive Association.

But there were plenty of smaller engines to share the limelight. From CSRM's affiliated Railtown 1897 operation at Jamestown, Calif., came Sierra 2-8-0 No. 28. Engines from "back East" included 2-4-0 John Bull from the Railroad Museum of Pennsylvania; Passumpsic 2-truck Heisler No. 1 from Barnet, Vt.; and Graham County 3-truck Shay No. 1925 from the North Carolina Transportation Museum. And all the way from the Dutch Railway Museum in Utrecht, Holland, came replica 2-2-2 De Arend ("The Eagle"). There was modern equipment, too: GE diesels from Burlington Northern Santa Fe (C44-9W 4419), Union Pacific (AC6000CW 7514), and Mexico's Ferromex (C30-73704); and, from Amtrak, GMF59 diesel 468, Superliner Sightseer lounge car 33032, and a Talgo trainset used in Cascade Corridor service between Vancouver, B.C., Seattle, and Portland, Ore.

Railfair also presented a trainload of demonstrations and entertainment. From Virginia came the Buckingham Bar Lining Gang, who brought sharp precision to their "Gandy Dancer" routine. Near the Museum's main entrance, a crew from the Carter Bros. carbuilder historical society rebuilt a piece of 19th century wooden rolling stock from scratch as part of a display called "This Old Flatcar." At the Golden Spike stage, audiences enjoyed music ranging from rail folk songs to 1940's Swing. And all around the grounds, members of a San Francisco acting troupe mingled with visitors, posing as historical characters as varied as W.C. Fields, Teddy Roosevelt, and California's Big Four.

Railfair's crew of 1300 paid and volunteer staff were understandably exhausted by the time the 10-day festival reached the end of the line on the last Sunday evening, but they could look back on the event with satisfaction.

Kudos are due to all of Railfair's sponsors, especially Union Pacific and Burlington Northern Santa Fe, which, far beyond any civic obligation, allowed all the big engines to come to Railfair in their proper positions: at the head end of working trains. Except for UP 844 [item below], all were to return home in the same fashion, and BNSF even arranged for brand-new GE C44-9W diesel 4449 to accompany SP 4-8-4 4449 northward back to Oregon. Observers said the locomotives' two shades of orange paint match nicely.—

TRAINS ON-Line, Kevin P. Keefe posted 7/2/99

UP 844 suffers boiler tube failure, is towed home

For all its success, the Railfair '99 festival in Sacramento hit a bit of rough track on at least three occasions, none of which, fortunately, involved significant injuries. Two incidents were very minor: CSRM's Sacramento Northern SW1 diesel 402 turned over a rail on June 27, but was rerailed by an ex-Southern Pacific steam derrick, and during opening weekend, the same crane caused minor damage to its demonstration partner, Howard Terminal 45-ton Whitcomb diesel No. 8.

The biggest setback came June 24 when one or more boiler tubes in Union Pacific's 4-8-4 No. 844 failed as the engine was under steam on display along the riverfront walkway, sending steam shooting into the locomotive cab. No member of the public was injured—UP does not allow visitors in the cab during steamed-up displays—but UP crewman Lynn Nystrom suffered minor burns. The 4-8-4 was put out of commission, though. After Railfair it left in tow for its home base of Cheyenne, Wyo., behind Challenger 3985, which was operating at restricted speed and had diesel help east of Roseville, Calif. The entourage was due back into the Wyoming

capital on July 4.

Union Pacific says the 844 will be repaired, and the Challenger is scheduled to keep appointments for two Colorado excursions later in July, one of which is the annual Denver Post-sponsored trek to Cheyenne for Frontier Days.—

TRAINS ON-Line, Kevin P. Keefe

CN-IC merger brings new route for WC trains in Chicago

Some of the trains that Wisconsin Central hauls for Canadian National between Superior, Wis., and Chicago will have a new route extension in the Windy City, as CN's Grand Trunk Western has agreed to grant limited, non-exclusive overhead trackage rights to WC over a segment of GTW's South Bend Division to allow access to Illinois Central facilities just south of Harvey, Ill., which include the Moyers intermodal yard and the Markham classification yard. CN and IC are merging, and CN is building new, expedited track connections where GTW passes under the IC in Harvey.

The trackage rights are between GTW's connection to the Belt Railway of Chicago at Hayford, GTW Milepost 12.8, and Milepost 25.1 at Harvey, including the IC connections, a total distance of 12.3 miles. Formerly most or all CN trains using WC terminated at BRC's Clearing Yard. The GTW link is a key in completing the expanded CN system's "Y" shape. Until August 1998, CN trains between Chicago and Superior used Burlington Northern via Minneapolis-St. Paul.

CP to begin New York City service on June 21

Although June 1 will usher in a new era of rail competition in the Northeast as CSX and Norfolk Southern began operating their portions of Conrail, New York City will have to wait three more weeks before seeing true two-trunk-railroad service for the first time in three decades, dating back to New York Central and New Haven days.

Thanks to a favorable decision from federal regulators, Canadian Pacific's Delaware & Hudson subsidiary is scheduled to begin serving the Big Apple on June 21 via CSX's Hudson Line, the former New York Central route that traces the river's east bank south of Albany.

On May 18, the Surface Transportation Board lowered the trackage-rights and switching fees that CSX can charge CP, effective June 21. In the process, the board apparently ended a dispute between CSX and CP over New York access.

The railroads couldn't reach a deal last fall, so the STB in December ruled that CP would pay 71 cents per car-mile and would reach local shippers via CSX for a carload switching fee of \$250. CP had sought a 29-cent per car-mile rate—CSX had requested the rate be set at \$1.21 per mile—and had wanted direct access to shippers in New York City. In considering CP's January appeal of that decision, the "Surf Board" lowered the trackage rights fee to 52 cents per car-mile, and set the switching fee at \$128.10 per car.

The lower rates, CP says, will enable it to fight for the 97 percent of New York City freight that's handled by trucks. "We are grateful to the state of New York ... and to the City of New York Economic Development Corp., that insisted on the creation of rail competition east of the Hudson," says Terry Liston, director of corporate services for CP's St. Lawrence & Hudson, the business unit that includes the D&H. "The presence of CPR in the market will offer alternatives to shippers on routing, rates and quality of service that will encourage them to ship by boxcar rather than by



truck. We are already signed up to move beer, wine, canned goods, paper, lumber, plastic, and flour. We are looking forward to the waste market as well."

In late May, StL&H officials were crunching numbers to determine whether its short-haul intermodal service, which is extremely price-sensitive, would be viable under the 52-cent per mile rate. The railroad had hoped to tack intermodal business onto the general merchandise trains initially, then later this year launch Iron Highway service between Montreal and New York. But those plans were thrown into flux by the rate battle.

Regardless, the first CP trains are likely to run from the D&H to CSX's Chicago Line at Schenectady, N.Y., descend West Albany Hill, cross the Hudson at Albany, and pass the Albany-Rensselaer Amtrak station en route to Oak Point Yard in the Bronx. Traffic will be switched by CSX for the Bronx and Queens or sent to interchange with the New York & Atlantic for customers in Brooklyn and Long Island.—

TRAINS ON-Line, Bill Stephens posted 5/26/99

RailAmerica to buy Toledo, Peoria & Western

Short-line conglomerate RailAmerica has entered into a contract to acquire all the outstanding stock of the Toledo, Peoria & Western Railroad from CSX, Norfolk Southern, Delaware Otsego Corporation (parent of the Susquehanna), and other shareholders for \$24 million. The acquisition of this 369-mile railroad, which should be completed by July 31, will increase the number of route-miles operated globally by RailAmerica to nearly 6000.

TP&W, headquartered in East Peoria, Ill., extends from Fort Madison, Iowa, across Illinois to Logansport, Ind. Its traffic base consists of auto parts, chemicals, coal, fertilizer, food products, and steel, as well as double-stack intermodal traffic. TP&W interchanges traffic with five Class 1 railroads and several short lines, and pro-

Expanded Norfolk Southern, CSX off to rocky start

CSX and Norfolk Southern have stumbled through the first month of operating former Conrail lines as computer glitches, terminal congestion, and changing traffic patterns began bogging down the northern tier of both systems shortly after the June 1 breakup.

Despite the problems, both railroads hope to approach normal operations during July, when auto plants and coal mines began their traditional summer breaks. The lull in business, the railroads hope, will enable them to clear a backlog of traffic from major terminals.

Edward Emmett, president of the National Industrial Transportation League, the nation's largest shipper group, on June 24—the day after the railroads met with NITL representatives—said, "The consensus is that it's a mess."

The mess in June included: sluggish operations that reduced average train speeds; clogged terminals and significantly increased car dwell time in most major yards in former Conrail territory and the Shared Asset Areas of North Jersey, Philadelphia, and Detroit; computer systems that lost track of cars and misrouted shipments (to a lesser extent on CSX than NS); and spotty, late service that left shippers short of raw materials. About a dozen temporary plant shutdowns related to breaks in the rail supply chain were reported to the NITL.

Interchange delays reached 24 to 48 hours for Canadian Pacific, and no United Parcel Service intermodal shipments were on time, prompting the largest and most demanding intermodal customer to shift more than half of its Conrail-area business to highway.

Out of mounting concern over the fluidity of both systems, the Surface Transportation Board on June 29 ordered CSX and NS to include in their weekly monitoring reports data on blocked sidings and main lines, interchange activity, and causes of each train delay.

The two railroads had warned that there would be bumps in the road as they took the unprecedented step of carving up a major railroad and meshing its operations with their own. But June proved just how difficult that would be.

On Norfolk Southern, computer data problems quickly snowballed into congestion at major terminals as cars and even entire trains got "lost" in computer systems, forcing crews to walk trains to determine the consists and where cars should head. Hardest hit were Elkhart, Ind.; Bellevue, Ohio; and Conway and Allentown, Pa. To prevent the yards from becoming gridlocked, NS held trains out on main lines and sidings. In the third week of June, 119 trains were delayed due to terminal congestion, and NS had nearly 10 percent more cars on its system than on June 4.

Beyond grappling with its computers, NS responded with a variety of solutions. It leased 92 additional locomotives from Union Pacific and dealer Helm, recruited 140 additional train and engine crew members for temporary assignments to its Northern Region, and enlisted other railroads to provide switching or alternate routes for through trains. Among the carriers tapped: Canadian Pacific; Ohio Central; Wheeling & Lake Erie; Philadelphia, Bethlehem & New England; Lycoming Valley; Union Railroad; and Elgin, Joliet & Eastern. NS also routed trains around congestion—and computer problems—by using its original lines and interchange gateways. UP interchange traffic, for example, was moved from Chicago and Sidney, Ill., to Memphis, Tenn.

CSX fared better than NS, but still struggled. During the opening two weeks, car-tracing bugs led to congestion at Avon Yard near Indianapolis; crew shortages delayed trains between Baltimore and Northern New Jersey; hub operations in Cleveland became snarled; and unexpectedly high traffic volume slowed yards, particularly in Selkirk

(Albany) and Buffalo, N.Y., and Toledo, Ohio.

Many of CSX's problems stemmed from the learning curve that comes with new traffic patterns, and the fact that CSX won more business than it had anticipated, including more than 80 percent of the freight moving west from the North Jersey Shared Assets Area.

Besides cleaning up data issues, CSX, working closely with labor, responded to problems by temporarily de-emphasizing Cleveland's planned role as a block-swapping hub for intermodal and automotive traffic and as a locomotive refueling stop until more support tracks are opened; refined train schedules and blocking to ease congestion at Indianapolis, Toledo, Selkirk, and Willard, Ohio; qualified more crews, changed pool sizes, and supplied pilots between Baltimore and North Jersey; and improved transit times on its Hudson River Line by diverting up to four trains per day over the New York, Susquehanna & Western between Syracuse, N.Y., and North Jersey.

A route that saw the greatest shift in traffic patterns—the newly double-tracked ex-B&O-Big Four route between Chicago and Cleveland—was operating smoothly, carrying 50 trains a day, double that before June 1.

Despite problems that hit their peak during the first two weeks of June, almost no one was saying the situation was similar to Union Pacific's 1997 post-SP-merger meltdown. Trains were moving, albeit slowly, and both NS and CSX were able to run special trains to meet service guarantees. NS also diverted some priority shipments to truck, and even air freight.

NITL was receiving twice as many complaints about NS, logical since the 2-1 complaint ratio approximates the 58-42 percent split of Conrail. NS also faced a more complex transition since its larger portion of Conrail has more carload business, which requires more handling. CSX was selectively accepting shippers who wanted to divert their business away from jammed NS lines, but being careful not to accept too much.

Rail labor noted that CSX has a “new compact with labor” that empowers the rank-and-file, while NS has traditionally had more strained labor relations than the other three major systems. “When you compare the two carriers, you can see the results of the culture that promotes cooperation,” said James Brunkenhoefer, national legislative director for the United Transportation Union. In an unusual move, NS CEO David Goode held a June 14 conference call to seek input from labor leaders.

With a month's worth of Conrail experience under their belts, CSX and NS were confident that their problems were manageable, their operating plans fundamentally sound, and that recovery would come sooner, rather than later. Intermodal, which the railroads are counting on to lead the revenue growth necessary pay for their \$10.2 billion acquisition of Conrail, led service improvements. Initially, it wasn't uncommon for CSX and NS intermodal trains to be running a day late in former Conrail territory, but by the end of the month, most hotshots on both CSX and NS were reported to be running within 4 or 5 hours of their schedules.—

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vides haulage services for its major interchange partners. It operates on Burlington Northern Santa Fe into Fort Madison from Lomax, Ill., for ease of interchange, and operates a daily train on BNSF from East Peoria to the big BNSF hub of Galesburg. In 1998, TP&W had revenues of \$13.4 million and moved over 59,000 freight carloads and intermodal units.

In addition to the rail infrastructure, RA's acquisition includes 22 locomotives (which RA expects to replace), numerous freight cars, vehicles, and rail maintenance equipment, and two intermodal facilities. The day-to-day operations of TP&W will be managed by Larry L. Ross, Senior Transportation Officer of RailAmerica, a 21-year railroad professional who was

formerly with CSX. TP&W is RailAmerica's largest U.S. acquisition. RA operates 14 railroads over 5600 route miles in eight U.S. states, Australia, Canada, and the Republic of Chile, and holds a minority equity interest in Australia's 4000-mile transcontinental passenger rail service and owns Kalyn/Siebert, Inc., a specialty truck trailer manufacturer with production facilities in Gatesville, Texas and Trois-Rivieres, Quebec, Canada. In addition, RailAmerica has a pending tender offer to acquire the 2500-mile RaiLink Ltd. network of short lines, which comprise in mileage Canada's third largest rail system.

June 25, 1999

Headlines

NS Reports Progress to Surface Transportation Board (STB): NS reports weekly to the STB on the status of Conrail implementation efforts. Here is information drawn from the latest report, contained in a letter signed by Jon L. Manetta, NS senior vice president Operations, dated June 23 for the week ending June 18:

We are beginning to see results from our efforts to regularize operations on the Northern Region. These results include improved customer access to shipment information and the identification and elimination of some significant information systems problems. We continue to take steps to increase the capacity of the system.

First, we are in the process of refining blocking systems to route cars more efficiently from origin to destination. Some of the car volume flows causing congestion are coming from interchanges. We have established daily dialogs with connecting carriers to look at the causes of these flows. In particular, we have a joint CSX-NS-Conrail team looking at the routings from the Shared Assets Areas into both NS and CSX to determine if the most efficient routings are being used.

To handle the immediate problem of congestion, we have asked and received excellent cooperation from other carriers to preblock traffic and use alternative gate-
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New NS Local Trains

I received a memo today outlining the new trains that will be operating on the Illinois Division after June 1. Absolutely no information was given regarding schedules.

Read 'em and weep (or cheer)...

Train	Type	From	To	Frequency (per week)	
10E	MER	Salem	Peru	7	
11E	MER	Peru	Salem	7	
14E	MER	Salem	Peru	7	
15E	MER	Peru	Salem	7	
16K	MER	Tolono	Peru	7	
17K	MER	Peru	Tolono	7	
17J	MER	Peru	TRRA	7	
18Q	MER	TRRA	Peru	7	
18K	MER	Decatur	Frankfort	7	
19K	MER	Frankfort	Decatur	7	
20A	IM	St. Louis	Peru	7	See Note 3
20T	IM	KCity	Peru	7	
21A	IM	Decatur	St. Louis	7	
See Note 1					
21T	IM	Peru	KCity	7	
68V	UNIT	TRRA	Frankfort	1(?)	See Note 2
69V	UNIT	Frankfort	TRRA	1(?)	See Note 2
98G	DIM	Granite	Peru	1	
98N	DIM	Peru	Granite	1	
652	COAL	KCity	Peru	1	
653	COAL	Peru	KCity	1	

Key to abbreviations:

MER - Merchandise

IM - InterModal

UNIT-Grain

DIM - Doublestack InterModal (???)

COAL - Coal

Salem - Salem, Illinois (UP)

TRRA - Terminal Railroad Association of St. Louis

KCity - Kansas City, MO

Granite - Granite City, IL

Note 1 - I questioned a trainmaster if this was a "typo" since it shows this train operating only between Decatur and St. Louis. Its eastbound counterpart (20A) is shown operating between St. Louis and Peru. The only logical explanation is maybe train 21T will be split in Decatur?

Note 2 - Shows origin/destination as "TRRA-Granite" Why there was a question mark denoted is unknown (could be that it will run only as needed?)

Jay Sigman

(Editor - Note 3, 20A arrives in Decatur from St. Louis and the new crew takes the train to Tolono. The cars are setout in the east pass of the siding. Train 20T then arrived in the late morning or early afternoon and picks up the cut. In addition to these trains some others have been operating, such as a X40 on July 10. Some trains may have moved to different routes as a recent internet report indicates the 18K operated to Chicago from Decatur. Normal route planned to Elkhart was as noted above.)

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ways to avoid congested areas. We are also internally routing trains through other parts of the NS system that are not congested.

Second, we are adding more resources to the NS system. On the equipment side, we have arranged for the immediate leasing of an additional 92 locomotive units. Regarding manpower, we are adding personnel to the National Customer Service Center in Pittsburgh to manually correct any car routing problems that arise, and we are bringing aboard 140 additional train and engine service employees.

Third, we are aggressively using routes and yards of other railroads to relieve congestion. We have used the Ohio Central for overhead movements since Closing Date. Currently, the Philadelphia, Bethlehem and New England, the Lycoming Valley, the Union Railroad, the Wheeling and Lake Erie, the Elgin, Joliet and Eastern and others are switching traffic and providing alternate routes for NS traffic, where appropriate.

Those and other steps have begun to yield greater results. However, the current level of congestion on the Northern Region continues to hamper our service quality. The terminals most affected by the transition are Allentown, Bellevue, Conway and Elkhart. Columbus and Decatur have been affected less. On-time train performance continues to suffer in corridors associated with the impacted terminals. For the monitored corridors and Chicago gateway operations, terminal delay due to congestion represents the largest category for the week, which resulted in 119 trains being delayed, followed by crew delays which resulted in 64 trains being delayed, and locomotive delays which resulted in nine trains being delayed. Other factors, such as train meets and track work, caused 277 trains to be delayed.

With regard to the Shared Assets Areas, both NS and CSX are working together to address service issues. Terminal dwell increased over the prior week. Fifteen road trains were delayed due to crew shortages, 11 road trains were delayed for locomotives, and another 15 trains were delayed while new crews were taxied to their

trains.

The cooperation of our employees, our connecting carriers, Amtrak (over which many of our trains must operate), commuter authorities and others has been exemplary. There have been numerous offers of help and wherever such offers make operational sense, they have been and will continue to be accepted.

Most importantly, safety on our system continues to be excellent. I look forward to reporting the progress that NS is making in the coming weeks.

Goode, Tobias issue messages to employees: In separate messages broadcast to employees last week via the NS internal electronic memo system, the company's chairman and its chief operating officer offered reassurances that the challenges of starting up the Conrail transaction will be successfully overcome. David Goode, chairman, president and chief executive officer, summarized operations and service difficulties in a message on June 16.

"We have had good cooperation and outstanding effort from everyone in trying times. I know that people are experiencing a host of inconveniences, which we will try hard to eliminate as soon as possible. I thank each and every one of you for hanging in and continuing to give maximum effort in this battle. ... We're in difficult times, but we will work our way through this together," Goode said.

Steve Tobias, vice chairman and chief operating officer, called attention to employees' continuing strong safety performance in his message of June 18. "Your focus on our first operating priority - safety - has not wavered," he said.

"The issues before us underscore the importance of communicating and working as a team. Your experience and expertise are critical. I encourage each of you to work cooperatively and to develop the mutual trust and respect so important to our future. Your pride in your work, your knowledge and your 'can-do' attitude will see us through these difficult times," Tobias said.

Canadian National/Illinois Central Integration Launched

Canadian National Now is North America's Railroad

MONTREAL—Canadian National Railway Company (CN) (NYSE:CNI) (ME:CNR.) (TSE:CNR.) took control today of Illinois Central Corporation (IC), parent of Illinois Central Railroad Company and launched a step-by-step integration of CN and IC operations. CN now spans Canada and mid-America, from the Atlantic and Pacific oceans to the Gulf of Mexico.

CN President and Chief Executive Officer Paul M. Tellier said, "The end-to-end merger of CN and IC at Chicago offers shippers a larger world with greater choice. It offers them extended market reach, integrated, single-line service in fast-growing North American Free Trade Agreement corridors, new routings and gateway options, and quicker, more efficient handling of freight shipments around and through the busy Chicago rail hub. CN's marketing alliance with Kansas City Southern Railway Company complements the CN/IC merger by extending customer reach to the U.S. Southwest and Mexico."

Tellier said CN and IC are a formidable combination. "IC's high level of service reliability, effective teamwork and emphasis on local customer support, together with CN's technology base, strong network management and system of dedicated account managers, will materially improve customer service."

Tellier said CN's top priority "is a seamless integration of the two railroads. Extensive planning is complete. Today we start a methodical integration of CN and IC operations over a one- to three-year period."

Safety and the maintenance of strong customer service are the forefront of the integration process, which includes a new divisional structure to focus CN's operations and marketing groups squarely on customer needs and traffic growth while securing the efficiencies of the merged company.

The new corporate structure took effect today in the United States, with the creation of the Midwest division based in Chicago and Gulf division headquartered in Jackson, Miss. Three new Canadian divisions — Pacific, Prairie and Eastern Canada — were established May 1.

"The new organizational structure will produce a strong North American network benefiting from centralized strategic leadership and standards, as well as economies of scale," Tellier said. "At the same time it will empower field-level managers and new divisional sales forces, giving them greater autonomy to serve shippers and to respond to local market opportunities. Significantly, more officers will have expense and revenue management responsibilities."

Shippers will not perceive any significant change during the initial stages of the integration process. The integration has a number of key steps:

+ Centralized coordination of network operations, power distribution and car fleet allocation will start this month. This will simplify car interchange at Chicago, improving car transit times and productivity. No immediate changes will occur in front-line supervision or basic processes such as car ordering, car releasing and tracing. Future changes will be introduced and communicated to employees and customers well in advance of implementation.

+ A staged integration of CN and IC information technology (IT) systems will commence today, with minor changes being made initially to allow the new rail system to coordinate activities and share information effectively. CN's and IC's IT systems will continue to operate separately until July 2000.

+ CN will re-launch its Web site later this month with state-of-the-art technology for customers to track shipments.

+ CN's Service Reliability Strategy (SRS) information system will replace IC's Traffic Control System (TCS) in July 2000. In the interim, the two information systems for car tracing and estimated time of arrival for shipments will be linked.

+ Customers initially will continue to deal separately with CN and IC for electronic commerce, specifically for service requests, bills of lading, freight invoices and payments. Systems integration will be tested and implemented by July 2000, after which all CN and IC e-commerce will be available through a single source.

+ The existing customer support structure will remain in place for both CN and IC.

+ The post-merger rail system will retain dedicated account managers who will work closely with operations and service representatives. Major shared accounts will have the option of a single point of contact starting today, with all shared customers having that option by July 2000.

Canadian National Railway Company spans Canada and mid-America, from the Atlantic and Pacific oceans and the Gulf of Mexico, serving the ports of Vancouver, Montreal, Halifax, New Orleans and Mobile, Ala., and key cities of Toronto, Buffalo, Chicago, Detroit, Memphis, St. Louis and Jackson, Miss., with connections to all points in North America.

Via Transport News

Union Pacific has new post-Conrail interchange plans

When CSX and Norfolk Southern took over their respective shares of Conrail June 1, Union Pacific said it was prepared with a new and improved interchange arrangement. The new plan eliminates a lot of the switching formerly done at the Belt Railway Company of Chicago's busy Clearing Yard. Now UP will do all switch-

ing for eastbound traffic at its Proviso Yard near Chicago, while NS will switch at Conway Yard near Pittsburgh, Pa., and at Elkhart, Ind., and CSX will do so at Willard, Ohio, for westbound traffic destined for UP points. Traffic from the West for CSX and NS will be built by UP into blocks at Bailey Yard in North Platte, Nebr., and at Proviso. Through trains will also be built for New York State and Pittsburgh, on both roads; for Nashville, Tenn., on CSX; and for Elkhart on NS.

In another change, all chemical traffic to and from Houston will use rural Illinois gateways east of St. Louis, instead of going through Alton & Southern's busy Gateway Yard in East St. Louis. UP will build run-through trains for CSX to Indianapolis, Albany, N.Y., and Cumberland, Md., to be interchanged at Salem, Ill. Trains for NS to Bellevue, Ohio, and Pittsburgh will use a new connection near Sidney, Ill. In return, CSX and NS will build trains at their yards for Pine Bluff, Ark., and Englewood (Houston), Westfield, and Fort Worth, Texas. About 20 run-through trains, for both CSX and NS, will be affected. Current interchange arrangements on the Gulf Coast will remain the same.

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Construction Projects

Norfolk Southern -

Work continues on the Lafayette Relocation project. As of July 12 the second rail train was arriving at Lafayette to unload rail for the east end of the project as well as the trackage downtown at the depot. The temporary turnout has been installed under Route 52 at East Yard and work will begin between that point and the new Route 52 bridge over the "big fill". The contractor hopes to have the track complete to the new interchange yard this fall.

As NS began to absorb Conrail our projects rolled over to the new carrier. Due to the problems of start-up not only did NS have problems running trains but we would our projects lacked flagging protection.

That problem still exists as I write this, though some areas have improved. In addition to the work coming from the Conrail side we added work in Pennsylvania. We now have 5 projects ranging from Pittsburgh to Altoona. More will be added in this state this year. We will also be adding Michigan and Kentucky to our work area for NS. Projects in the northern Indiana and Illinois area that were handled by another consultant will be transferred to our firm within the next 30 days.

Major work in progress involves the two underpass project in Columbus, OH, SR 315 project. The Holes Creek project in West Carrollton is underway, finally and work has started on the new abutments. The new bridge will be constructed late this month on the west side of the existing bridge with roll-in now scheduled for early November. In northern Ohio we still have 9 major projects in progress requiring 3 full time personnel. New work will begin at Bryan and a major underpass will start at Archbold in the next 45 days. At least the Toledo project should finish up by the end of August.

CSX -

The Garrett, Indiana project is nearing the point to set the new structures. Work will begin on July 19 by taking the north track out of service. All structures will be in place before September 1. At this time the railroad has gone from 25 trains a day to over 50. This has presented timing problems for bridge removal and details are still being worked out. The roadway portion of the project will not be complete until the spring of 2000.

In Lafayette the interchange yard is complete with inspection scheduled the 15th of July. The railroad will then shift the hill track and remove a portion to allow retaining wall construction. We completed design of the relocated BIDS facility and work has started on the entrance road and roadbed construction.

Most of the projects we have under Conrail went to NS with only 3 on the CSX side. There are two projects starting up that we will be involved with.

Rick Schroeder