

# 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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The year is 1957, the location is Greenwich, Ohio and it's a bad day on the NYC as this "mess" suggests. Note the wreck just barely missed the wood B&O depot! Look hard in the bottom left corner and you can see a small section of Boyd Tower which stood on stilts. Photo via Jim Sinclair

## Coming Events

### *September 18, 2005*

**Danville, IL - Chapter Meeting at Pizza Inn, 1:00 PM CDT, meeting at 2:00 PM - seems like a long way off.**

### *May to September, 2005*

Rossville, IL - Rossville Depot Museum is open each weekend from Noon to 4 PM.

### *July 15-17 & 22-24, 2005*

Monticello, IL - The Little Engine that Could - I think I can - Rail Tour

### *July 23 & 24, 2005*

Altamont, IL - Train Show and Swap Meet, Effingham Co. Fairgrounds, US 40, 9-4, 10-3, \$4

### *July 29-30, 2005*

Springfield, IL - National Association of Timetable Collectors - Show and Sale, Crowne Plaza Convention Center.

### *August 13 & 14, 2005*

Monticello, IL - MRM Caboose Days - special trains.

### *August 14, 2005*

Wheaton, IL - Great Midwest Train Show, DuPage Co. Fairgrounds 9:30-3, \$7

### *First Saturday each month*

Waukegan, IL - C&NI HS museum open, Noon to 4 PM.

### *September 17 - 18, 2005*

Decatur, IL - Decatur Train Fair, Decatur Civic Center, 10-5, \$3 admission.

### *October 15 - 16, 2005*

Indianapolis, IN, Great American Train Show, Fairgrounds, 11-5, \$8

## Next Meeting

The next meeting will be held on Sunday, September 18 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 this month will be a railroad history slide show by Fred Clark. Remember, no summer meetings.

Check out our web site. Doug has placed some photos of Bill Sandusky's layout on the site. We have been wanting to update the photos and Doug thought this was a good subject to put up now. Rick has been posting many of the remaining items on E-Bay and it has been fun to watch some of the bidding. One modeler from California bought the first "Goose" that was offered. He read the note on the sale, that items were being sold for a deceased friend, and said he and his grandsons would honor one of the locations on his layout. A brief note about Bill's layout was sent with the item when it was shipped.

A lot of work was done on the museum this spring and please note Doug's column in this issue listing what was completed and who participated. We really appreciate the help and building and grounds look much better. Now we have to concentrate on the inside.

Remember, we are open each weekend this summer. We would appreciate your service one or two days a month at the museum. The loss of shops in downtown Rossville will have an impact on attendance at the museum. We are listed several places and brochures are out but when the Rossville tourist numbers drop off so does ours.

## Memorial Day Weekend Work Days and More

The 2005 Memorial Day weekend was a trio of workdays at Rossville where a lot was accomplished. We had to planned to get the bucket lift from Vermilion rentals for at least one day, but when Allen Cooke went to rent it he found out that we could get it for the entire weekend for the same price as Saturday only. Yours truly towed it up to Rossville on Saturday morning and away we went.

Dave Sherrill was the go-to man on painting, both on gutters and the train order signal. Doug Butzow and Danny Honn also helped with prep work on the base of the TO signal. In the down times between painting, Doug and I used the lift for tree trimming.

The signal was almost completely dry on Sunday, so Mark Ziebart got the honor of re-attaching the blades that Danny had repainted. (He had also completely remade the blade for the lower arm with a new piece of wood.) More painting of gutters ensued, and when Dave was out of paint I once again donned the hardhat and chain saw for more trimming. It was nice to get the maple tree limbs away from the flashers and switch stand at the front entrance.

Day three was much slower, but before hauling the lift back to Danville I was expertly guided by Rick Schroeder and Bob Gallippi on more limb trimming on the easternmost tree north of the depot. Bob asked if my chain was sharp enough to remove the entire tree, but sadly I had to reply that it wasn't. I guess he doesn't like the way it leans! At least the birds with nests were relieved. Oh, and speaking of nests we also got that pesky trackside downspout opened up with a drain snake. What popped out at the bottom were a straw nest and two eggs.



On the Saturday following Memorial Day, Doug B. was a one-man workforce while the rest of us staffed the museum. He brought a load of dirt and carefully landscaped around the splash block that Rick had installed at the northwest downspout during the prior work session. Even brought grass seed and straw to cover it! And if that wasn't enough, he waited until the heat of the afternoon to re-install the cap shingles on the southwest corner of the building that had blown off last fall. Thankfully, the shingles he brought were very close in color to what was up there.

Dave and I agreed that the lift was well worth the \$200 we spent to have it those three days, and when our president sees value in something, well, you'd better believe there was!

As I said to someone already, these work sessions remind me of the old days with the late Stan Chausse. With him there was always some project going on. I hope he's proud of us now...

*Doug Nipper*

## **FRA Issues Final Rule On Train Horns**

Thousands of communities nationwide will have the choice to consider silencing train horns at highway crossings based on meeting safety needs, under a final rule made public on April 22 by the Federal Railroad

Administration. In addition, the rule provides a process for localities with existing whistle bans.

"At every step of the process we listened closely to the concerns of the public and local officials to craft a rule that balances safety and quality of life issues," said FRA Acting Administrator Robert D. Jamison. "Communities will have significant flexibility to maintain quiet zones for the benefit of their residents while keeping highway-rail grade crossings safe for motorists."

The final train horn rule becomes effective on June 24, 2005, and is the result of a 1994

law mandating the use of the locomotive horn at all public rail grade crossings with certain exception. This rule will preempt applicable state laws and related railroad operating rules requiring horns to be sounded, and it also will supersede the previously issued interim final rule.

The final rule provides for six types of quiet zones, ensures the involvement of state agencies and railroads in the quiet zone development process, gives communities credit for preexisting safety warning devices at grade crossings and addresses other issues including pedestrian crossings within a quiet zone.

The establishment of a new quiet zone requires at minimum that each grade crossing be equipped with flashing lights and gates. Additional safety measures may be required to compensate for the absence of the horn as a warning device. New quiet zones can be in effect 24-hours a day or just during the overnight period between 10 p.m. and 7 a.m.

Communities with a whistle ban in effect on October 9, 1996, the date Congress directed FRA to specifically address the issue of existing bans, and on December 18, 2003, the date the Interim final rule was published, will be able to continue to keep the train horns silent for at least an additional five to eight years as they plan for and install any additional necessary safety measures. Communities with a whistle ban created after October 9, 1996, and in effect on Dec. 18, '2003, will have one year to install any additional necessary safety measures before the train horns will start sounding again.

The rule also establishes the first-ever maximum train horn volume level and will reduce the amount of time the horn is sounded, which will be beneficial to communities that decide not pursue quiet zones.

*Via THE BULL SHEET*

*Editor:*

*Last year we were involved in the installation of the first "Quiet Zone" in Illinois. Ten crossings in Chicago, Evergreen Park and Blue Island on the CSX Blue Island Sub were setup for a quiet zone through funding of the*

*Illinois Commerce Commission. This area is double-track for CSX and handles about 30 plus trains a day. The area from 91<sup>st</sup> Street south is all residential with homes very close to the track. An effort was made to look at closing some of the crossings but political pressure kept all of them open.*

*The installation involves existing gates and new gates installed on the departure side of the travel lane. Detector loops are installed between the tracks and if an object is detected the departure gate will not go down. When activated, with a longer warning period, the approach gate starts down. About 10 seconds after the first gate starts down the departure gate does the same unless an object is detected. Special whistle posts are being installed by CSX that designate the area as a quiet zone. All new signal equipment was installed at each location by CSX.*

*It is interesting to note the item in the rule, last paragraph, that length of time the horn is blown will be regulated. We have all stood at the crossing waiting to photograph a train and noted one engineer blows a long time, the other short. Should be interesting to see how that is enforced. Now the Trainmaster checks speed on the train as do police on cars, guess they will have to have a stopwatch with them and start timing whistle blowing at crossings.*

## **CSX – St. Louis Line**

As of mid-March, here's the St. Louis Line operating plan; not all trains run all days, if ever at all. I'm probably incorrect by generalizing that the St. Louis trains all operate out of Rose Lake.

J721 - Avon - Paris turn (sometimes turns at Duane)

J728 - Rose Lake - Duane

J729 - Duane - Rose Lake

Q107 - occasional Avon - Salem intermodal

Q108 - Rose Lake - Little Ferry

Q111 - Boston - Rose Lake  
 Q115 - Boston - Rose Lake  
 Q116 - Rose Lake - Boston  
 Q131 - Detroit - Salem (connects to ZYCMX)  
 Q132 - Salem - Detroit (connects from ZMXYC)  
 Q148 - Rose Lake - Baltimore  
 Q234 - Salem - Avon  
 Q332 - Rose Lake - Avon  
 Q333 - Avon - Rose Lake  
 Q367 - Avon - Rose Lake  
 Q372 - Rose Lake - Avon  
 Q374 - Salem - Avon  
 Q377 - Selkirk - Salem  
 Q379 - Avon - Salem  
 Q385 - Avon - Rose Lake (typically runs around 25 cars)  
 Q395 - Avon - Salem  
 Q514 - Nashville - Avon via Evansville  
 Q515 - Avon - Nashville via Evansville  
 Q595 - Avon - Nashville via Evansville  
 Q638 - Rose Lake - Avon (seems to do a lot of work in Effingham)  
 Q639 - Avon - TRRA/Madison  
 Q670 - A&S/Gateway - Queensgate via Avon  
 Q671 - Queensgate - A&S/Gateway via Avon  
 Q688 - Nashville - Avon via Evansville  
 V579/V580 - ISRR and INRD coal loading at Vermilion Grove on the Danville Secondary  
 W911 - Fernald OH - Clive UT (radioactive dirt loads)  
 W918 - Clive UT - Fernald OH (empties)  
 Y101 - Duane Yard job

And let's not forget the mess of grain trains that use the St. Louis Line between Greencastle & Terre Haute and those that load at Casey, Martinsville, etc. to the west. So, as you can see, the old Big Four / Vandalia is pretty busy these days; in late January/early February, the train count was about 25/day. For those in the Terre Haute area, you can pretty much count on a westbound fleet of 4-5 trains between 3pm and sunset.

*Via Dave Honan*

## **Greenwich wreck - cover photo**

Thank you for sending this photo! It is definitely Greenwich, Ohio! I have an original copy of this. It is a Tom Root photo (from Plymouth, Ohio, who is the same guy who caused a stir when he seemed to be passed out at the controls of his plane, which led to a military escorted landing several years ago). The wreck date is August 5, 1957, it was determined to have been caused by a journal failure. 42 cars of a 91 car NYC train were derailed.

I also have some snapshots of this wreck which my mother had taken. Back then, people were not forbidden to mill around a wreck scene, and people were all over the wreckage. I remember quite distinctly that my mother walked up into that drop-end gondola which is just above the center of the photo, and held me above her shoulders so that I could see more clearly!

Neither Boyd tower (lower left), nor the B&O freight house (center-right of photo) was touched in this accident, but in 1965 (the B&O freight house had been razed by then) two B&O trains were involved in a 66 car pile up at the diamond which destroyed Boyd tower... with operator Fred Krumholtz inside. He survived and suffered only minor injury. When he saw the wreck coming toward the tower, he ran toward the windows on the west side of the tower, and determined to jump. The tower was already on its way down. When the tower (and Fred) hit the ground, the roof was still intact, shielding him from being crushed. He crawled out from under the wreckage with only scrapes and bruises. Lucky man, he.

Thanks again! Tom Dupee

## **Wisconsin Ridership**

Critics of rail who like to argue that people around here just don't like to ride trains should consider what's happening with Amtrak's Milwaukee-to-Chicago Hiawatha route. It's teeming with people and breaking ridership records in the process. Its trains lead the nation in

punctuality.

OK. So what's the problem? Money. As Journal Sentinel transportation writer Larry Sandler reported, the route is caught in a funding squeeze between Wisconsin, Illinois and the feds that could lead to service cuts or fare hikes.

While Amtrak covers fixed costs of the route, such as interest, overhead and depreciation, with federal funds and fares, Wisconsin and Illinois pay for variable costs. The agreement between Wisconsin and Illinois calls for Wisconsin to pick up 75% and Illinois 25%, since most of the riders are from Wisconsin.

But while variable costs for the Hiawatha route are rising, Illinois legislators have frozen their state's payments. That means Wisconsin would have to make up the difference and, thus, end up with as much as 88% of the bill. Wisconsin Gov. Jim Doyle has proposed doing just that by increasing Wisconsin's payments by \$1.8 million in 2005-'06 and \$1.5 million in 2006-'07.

Frank Busalacchi, Doyle's secretary of transportation, says that because of the link to Chicago, the Hiawatha is worth the extra money. The Hiawatha, he correctly notes, fosters "many economic benefits for southeastern Wisconsin, as well as providing a crucial transportation option for the state's citizens."

State Rep. Jeff Stone (R-Greendale) has criticized Illinois for breaking its agreement and says Doyle has capitulated. You can't argue with Stone on his first point, but his second is open to discussion. If Wisconsin sticks to its guns, as Stone persuaded the Legislature's Joint Finance Committee to do this week, and Illinois does the same, something will have to give. And that would be service and/or fares. If that happens, Wisconsinites will feel most of the pain. The solution? The feds, not Wisconsin or Illinois, should be paying far more of the cost because 1) they have far deeper pockets and 2) as ridership on the Milwaukee-Chicago route clearly shows, passenger rail is a vital interstate service. Despite what some rail critics would have you believe, passenger trains can't pay for themselves with fare revenue, not even in Europe. Governments

there and in other places, including Asia, recognize that passenger trains are worth subsidizing because of the public service they provide. If the Bush administration, which doesn't want to fund Amtrak at all, had the same sense of responsibility about passenger rail, the Hiawatha would be growing, not shrinking.

*From the June 11, 2005, editions of the Milwaukee Journal Sentinel*

## **Wheel Report**

On 6-27 the Union Pacific said that, for the next several weeks, they and BNSF would ship less coal than normal over their joint line out of Wyoming's Powder River Basin coalfields due to special track maintenance. A UP spokesman said that track stability problems had been found on the line after 2 derailments in 2 days, May 14 and 15, which the spokesman said were caused by the combined effect of long-term coal dust buildup, heavy rains and excess moisture absorption. "The regular daily average of 63 [BNSF and UP] trains can't be run during the foreseeable time period," added the spokesman. Since the May 14 and 15 derailments, UP's total coal traffic has declined 13 percent and BNSF's has declined 3 percent. *(Via Fort Worth Star-Telegram)*

The Federal Railroad Administration approved the testing of new intermodal technology that will allow the lateral transfer of containers from trucks to railcars without the need for intermodal cranes. The technology was developed by Georgia-based RailRunner, whose CEO, Charles Foskett, said that he hopes to soon test it in North Dakota, where identity-preserved grain would be loaded in containers for export. Mr. Foskett also said that he is working with BNSF to get the test underway, but that there is yet no projected start date. *(From Bismarck Tribune)*

The heads of 2 commuter rail agencies publicly expressed frustration at CSX's recent operation of their trains. Noting recent switch and signal failures, and also that CSX had lowered its threshold for instituting speed-related heat restrictions to 85 degrees, Virginia Railway Express CEO Dale Zehner said that VRE's

Fredericksburg Line service operated over CSX has of late had on-time performance "barely reaching 40 percent... This level of service is unacceptable to both our passengers and me." In Florida, Joe Giuiletti, Executive Director of the South Florida Regional Transportation Authority, told Tri-Rail passengers that they "had endured what can only be described as another horrendous commute." SFRTA owns the track over which Tri-Rail trains serving the Greater Miami area are operated, but the line is dispatched by CSX. Mr. Giuiletti also encouraged Tri-Rail passengers to call CSX's Corporate Communications Department to complain about recent problems. *(Via Richmond Times-Dispatch, Trains)*

On June 27 Norfolk Southern's intermodal subsidiary, Thoroughbred Direct Intermodal Services, announced that it had leased 300 53-foot trailers from the Vermont Railway Company. A company spokesman said that the trailers were the first ever acquired by Thoroughbred Direct. The spokesman added the company hopes to acquire approximately 600 more trailers by the end of 2005. *(Via Progressive Railroading)*

June 2005 THE LAKE SHORE TIME-TABLE

## **Conrail Remnant Successful**

Today's Conrail consists of shared assets of Norfolk Southern and CSX Transportation. These are switching and terminal operations located in Detroit, Northern New Jersey, and Philadelphia/South Jersey.

The Detroit Shared Assets Area (SAA) consists of 90 route-miles and four major yards--Livenois, North, River Rouge, and Sterling. The North Jersey SAA operates about 200 route-miles and is centered on Oak Island with smaller supporting yards. This group also works the Northeast Corridor (NEC) to Trenton, former Central of New Jersey commuter lines and four joint CSX/NS auto distribution facilities. The Philadelphia/South Jersey SAA com-

prises 250 route-miles, with Pavonia as the anchor and several supporting yards in both states. It provides freight service on the NEC up to Trenton, a few SEPTA lines, and the New Jersey Transit (NJT) Atlantic City Line. Conrail also provides freight service on the recently opened NJT diesel light rail River Line between Camden and Trenton.

Conrail's mission is to provide local switching, yarding, and classification of trains; light running maintenance and repairs of equipment; plus routine track and communications and signal maintenance. Conrail has three main differences from a typical switching/terminal shortline. Conrail relies on its owners as the sole source of leased locomotives and program track maintenance. It has no commercial relationship with any customers. Every car in each SAA is in the account of either CSX or NS; Conrail has no access to any customer or rate information. Conrail serves only NS or CSX. Even though Canadian Pacific uses SAAs, waybills are routed through either CSX or NS. In addition to these differences, both NS and CSX operate through trains in the SAAs. Conrail's only involvement with these through trains is dispatching.

Today's Conrail came into existence with the June 1, 1999, split date. At that time, NS and CSX were talking about 10 to 20 train pairs apiece in and out of SAAs. By April 2, 2004, STB Oversight Hearing, revenue units touching all three SAAs had increased to 882,000, up 9.6% from 2000. The largest gain was in Detroit, up 17.4%. Merchandise carloads grew 1.3%, to 540,000 units. Intermodal grew 27.7%, to 342,000 units. A decrease of one-fifth in the number of industries receiving direct rail service in the SAAs has freed up half a million cars. This has resulted in fewer local stops and better crew utilization while still experiencing some growth.

Overtime has been cut in half and car cycle times are 13% faster. Conrail switching success rates (the right car to the right customer according to plan) are pushing 90%. This is significant considering that ten of 12 New Jersey shortlines interchange with Conrail. Conrail is also operating smarter. Since 2000, the number of revenue units has increased by 10% while

the number of employees, crew starts, locomotives, and car-cycle times have all dropped by double digits. Conrail has also been able to better compete with truckers.

Truckers are having their own problems: more restrictive hours-of service regulations, higher fuel prices, and an increasingly crowded Interstate highway system. By comparison, Conrail has added line capacity by running a smarter railroad, cutting crew hours, and adding volume while controlling long-term variable costs. Yard dwell times are down to an acceptable 25 hours or less. As for pricing, both CSX and NS posted double-digit revenue increases and generally improved yields for the 2004-reporting year. Continuous improvement forecasts a continuation of Conrail well into the future.

*From Lake Shore Timetable  
(condensed from Railway Age)*

*Editor: In our industry we still encounter people who thought Conrail was gone. Out of our Decatur office we do all the public project work and pipe/wire inspection work for Conrail in the Detroit Shared Assets Area. I have one inspector based near Detroit that spends about 2 days per week in the Detroit area. Another inspector in the Toledo area supplements him when needed. At the present time there are 5 grade separation projects as well as 4 underground pipe projects in progress. We work for the engineering office in New Jersey and this allows Conrail to extend its coverage in a cost-effective manner.*

## **Athearn News**

Almost 60 years ago in his mother's kitchen, Irv Athearn founded Athearn trains to meet what he saw was the need of the model railroad enthusiast; quality products at value pricing. His belief was that for the model railroad hobby to flourish, high value products were paramount. The cornerstone for Athearn over the last 60 years has been the Athearn regular line, or commonly referred to as the 'Blue Box', of rolling stock and locomotive kits. The Blue Box has become so ubiquitous with quality and value over the last 60 years that virtually all new products are com-

pared to these high value models to determine their true worth.

Athearn has gone thru many changes over the last 60 years, but one truth has always held; provide model railroad hobbyist high quality at the best price. Today, Athearn still produces all Blue Box products in our facility in California and although many rumors fly about regarding its imminent cancellation we have no such intention. The Blue Box is too important to this hobby. As a matter of fact, we are providing a face lift to the Blue Box; we are rolling back the calendar and will now be using the classic Athearn packaging featuring the Warbonnet passenger train. This packaging was first utilized in the late 1950's, but we felt it was time to reacquaint customers with the legacy Irv Athearn created. To see the new box go to your local hobby shop or for an immediate fix see this link:

<http://www.athearn.com/newsletter/newbox/Box2005.jpg>

That's it for today! The Folks at Athearn (Athearn is owned by Horizon Hobbies of Champaign)

## **CSX in negotiations to sell three lines in Michigan**

CSX is planning to cast off three routes in Michigan, according to a story in The Grand Rapids Press and other news sources. The lines — all former Pere Marquette Railway (PM), an affiliate absorbed into Chesapeake & Ohio (a prime component of CSX) in 1947 — stretch 100 miles from Grand Rapids north to Ludington and Manistee; 50 miles from West Olive, in the Muskegon area, north to Fremont; and, across the state, 30 miles from Saginaw south to Mount Morris, just north of Flint. All are in the process of being sold to short-line operators.

The Press reports that CSX is talking to the new Marquette Rail Corp. (MRC) about the Ludington/Manistee line. MRC, which would own the track but lease the right-of-

way, is a partnership of Minnesota-based Progressive Rail Corp.; Oklahoma-based FarmRail Systems; Lake State Railway of eastern Lower Michigan; and TranSolutions. CSX is also in negotiation with Michigan Shore Railroad, a 7-mile line in Muskegon that is part of Florida-based Rail-America, to lease the West Olive-Fremont line. Another news source reported that Lake State Railway is talking to CSX about the Saginaw-Mount Morris line. CSX operates two other lines out of Saginaw: north to Bay City and northwest to Midland, home of Dow Chemical.

The Pere Marquette Railway — whose name derived from the explorer, a lake at its Lake Michigan port of Ludington, and a predecessor railroad — was a regional railroad created from several smaller lines in 1900. It came under control of Cleveland's Van Sweringen brothers in the 1920's, who also had the Nickel Plate and C&O in their portfolio. Stymied by the Interstate Commerce Commission from merging all three railroads into one, the Van Sweringens abandoned their dream and the PM was eventually purchased by C&O, which operated it as if it were a division until formally absorbing it in 1947. PM was noted for owning namesake streamlined passenger trains, the first such delivered after World War II.

## **Ground broken for new Metra station at Orland Park**

Metra, Chicago's commuter-train agency, announced a groundbreaking ceremony last Friday for its new Orland Park station at 143rd Street and Southwest Highway, along the SouthWest Service line, which operates between Chicago Union Station and 179th Street in Orland Park.

Replacing a station that dates back to Norfolk & Western days in 1970, the \$10 million facility will include a fully enclosed 3,200-square-foot brick warming house with stone and cedar siding, signs, lighting, and landscaping. Amenities will include a 24-hour indoor shelter, vendor area, restrooms, and covered outdoor

waiting areas. To improve pedestrian flow, two 465-foot platforms and a pedestrian crosswalk will be added. Orland Park is 23 miles from downtown Chicago. The station is served by 80 weekday trains and handles 1250 boardings each week.

The project was funded by the Federal Transit Administration and will be coordinated with the redevelopment of central Orland Park, particularly the historic Old Orland district. The new station is expected to open in December 2005. This fall, the SouthWest Service line is to be expanded 20 miles to Manhattan, Ill.

*Via TRAINS On-Line*

## **RailPower leases five more Green Goats to BNSF**

The lease of an additional five hybrid Green Goat locomotives to the BNSF Railway was announced today by manufacturer RailPower Technologies and BNSF. The five-year lease will find the new Goats working in California's San Joaquin Valley. Emissions grants for the units were made available under the Heavy-Duty Engine Incentive Program, a San Joaquin Valley Air Pollution Control District program that distributes funds from the California Air Resources Board. This latest lease brings the number of Goats ordered by the BNSF to 10. One Green Goat is already working in Commerce, Calif., and four are slated for duty in Texas.

This most recent order puts RailPower's order book for the hybrid locomotive at 90 units. The builder also confirmed that the Green Kid locomotive, which was being leased to agri-giant, Agrium, in Redwater, Alberta, has been sold to Agrium



## **Construction Projects**

As usual, summer is the time you see the orange barrels on the highways and we are in full gear for railroad construction projects. As noted in the past much of the work is involved in the public project side of construction, that is overhead or undergrade bridges and crossings.

### ***Norfolk Southern***

Most of the projects this year are in Indiana as Illinois has cut back on funding for most projects (our governor seems to find other places to put money, especially for his friends). Eckerty and Bristol, Indiana are two projects just starting. At Eckerty, in southern Indiana, a new highway will be constructed over NS. The work also involves the boring and jacking of a 7-foot diameter pipe under NS. At Bristol, on the Indiana Toll Road, the bridges over the Michigan line will be rebuilt in stages. Another job that has been bid but not started in on just west of Wabash, Indiana on old US Route 24. This will be a complete reconstruction of the bridge that lies in a rock cut. Many of the other NS projects are winding down this year in Illinois, Indiana and Michigan.

In the track construction area the Sidney siding is nearing completion. Actual date of service placement is not known. We have also provided survey and report information to NS for a bridge replacement east of Mt. Vernon, IL and a future bridge replacement about 30 miles east of Kansas City.

### ***Conrail Shared Assets***

This year there are several highway projects that involve Conrail in the Detroit area. We have been providing inspection services for the railroad since split date and this year there are many more in the area – Michigan must have found some money.

### ***CSX Transportation***

Our contract with CSX has been renewed for another 3 years and so far we have about 400 on-going projects in various stages of progress. Major work is occur-

ring over I-70 near Dayton, OH where the existing double-track bridge is being replaced to widen the Interstate. A second bridge is under construction near Chillicothe, OH. We have several projects in Ohio and Indiana that are under construction as both of these states have found some money for construction.

CSX has been selling off several lines to short lines (see article this issue) and as a result we are working for Rail America in Indiana and Ohio.

In Princeton and Evansville, Indiana the capacity improvement project is under way. By the time you read this the track at Princeton, just north of U S 41, will have been shifted to make room for a second track under the highway. This was to occur during the auto plant shutdown. Utility work is in progress along with roadbed. The county has agreed to a road closure south of Princeton that will allow for a future expansion project for the railroad. In Evansville the north end of Howell Yard will be rebuilt with a new lead track as well as replacement of all the turnouts.

Recently CSX has been looking at other capacity improvement projects for the upcoming years and announcement of some of those projects should be forthcoming. We are looking forward to participating in some of the design projects.

### ***Other work***

Recently we submitted a proposal for design and construction management of the expansion of the diesel facility on BNSF at Galesburg. URS will also be involved in a major track project in California for the railroad. In Alaska URS has been asked to participate in the design of some of the expansion of the Alaska Railroad. Not sure if I get to make another trip but would enjoy it one more time. URS now has a general engineering contract with BNSF and UP and additional work is coming our way.

### ***CREATE***

We are completing preliminary design of the third track addition to the UP at Proviso Yard. We have prepared preliminary estimates for this work. The new connection to the BNSF off CSX/IHB at McCook

is waiting for field survey pickup. At Alsip the third track for CSX/IHB is in preliminary design phase as the bridge alignment over 127<sup>th</sup> Street has been set.

*Rick*

## **Forrest Railroad Hotel May Become Museum**

Railroad enthusiasts take note: People in Forrest, Illinois plan to restore the closed Forrest Railroad Hotel as a niuseum and turn an old Wabash depot and turntable into a park. Members of the Forrest Historical Society have been meeting with designers and reviewing plans that they hope will emphasize the community's rich railroad history. The best ideas will be compiled and presented to the community in a future meeting. In addition to restoring the hotel how it looked in the 1920's and 30's, historical society members hope to refurbish the depot, a caboose and a railroad turntable.

"The turntable will be the biggest draw," said historical society member Karen Mueller. "It's one of only two turntables in Illinois. It is a real piece of history. The ultimate dream is to get it running so people could see how it turned the train around."

The idea of honoring Forrest's railroad heritage goes back many years. Forrest used to be a layover spot and a major

hub for freight traffic being shipped from Decatur, St. Louis and Chicago, Forest Mayor Richard Sanders said. The north-south Norfolk & Western Railway (ex-Wabash) line through Forrest ceased operations in 1991. The east-west Toledo, Peoria & Western Railway still operates through Forrest.

Bill Miller, a retired Norfolk & Western engineer and train memorabilia collector, purchased the hotel and operated it for many years as a museum, said Sanders. It was a regular attraction for grade school field trips. He has an extensive collection of model trains and railroad memorabilia,

including a small steam train that he would drive with the students.

Most of his collection was lost in a flood in 1984, but he gave the remaining items and the hotel to the village when he died 10 years ago.

"He wanted the hotel to be a museum with his trains on display," Sanders said. "Our plan is to develop it for railroad enthusiasts. We also hope to develop an area around the depot with a park and biking trail."

While some of Miller's model trains are on permanent display at the National Bank of Forrest, the village later presented other trains and the hotel to the Forrest Historical Society. In preparation for the renovation, the society and local volunteers have begun clearing the area, which has become overgrown after years of disuse.

The turntable is now visible from U.S. 24. The historical society also has a caboose that the village of Chatsworth donated to Forrest about two years ago. It now sits in the city park, where it is waiting to be sandblasted and painted.

The village has also applied for grant to complete the renovation and develop a picnic area and walking path around the tracks.

*From Blackhawk Chapter, adapted from the Bloomington Pantograph.*

## **Grants to fund Research to Reduce Track Caused Train Accidents**

The Federal Railroad Administration (FRA) announced the award of two rail safety research grants to universities in Alabama and Illinois intended to improve safety in the railroad industry. Specifically, Tuskegee University received \$96,192 to study the effect of fatigue on different types of rail steel and to identify how rail fractures develop and spread. The University of Illinois at Chicago received \$166,610 to create software that can study derailments, wheel/rail contact

in three dimensions, and rail car dynamics under higher speeds of operation. "Early detection is critical to the prevention of track-caused train accidents," said FRA Administrator Joseph H. Boardman. "Increased track safety means improved public safety."

These research grants support the FRA's National Rail Safety Action Plan that targets the most frequent, highest risk causes of accidents. Track-caused accidents are the second leading cause of all train accidents. While the rail industry experienced a reduction in the overall number of track-caused accidents in recent years, heavier freight car loads and the continued growth of rail traffic increases track stress and fatigue.

FRA also is sponsoring research on technologies that alert train crews to broken rails before they approach them, and on the composition and construction design of railroad crossties that keep the rail in place and properly aligned.

*Via RailPace 6/27*

## **Extra Board**

Last month, as noted in the last newsletter, there was an organized event entitled "Drivin the Dixie". The village of Rossville, along with other communities along Illinois Route 1 from Danville to Crete, organized the trip for vintage cars. The museum was open all day on Saturday from 9 AM to 4 PM, thanks to a good number of volunteer members. We had over 50 visitors that day, our best day of the year. We thank all of you that helped and since this is an annual event we look forward to bigger numbers next year.

Vacation time is here and we would like to hear about any trips that involved train travel. We know that President Dave Sherrill and his wife are taking the Canada trip that was advertised on Channel 3 early this year. We expect a good program this fall and maybe a write-up on the trip. If you have been out watching trains, or attending the NRHS convention, drop us a message and we will print.