

DANVILLE FLYER

A PUBLICATION OF THE DANVILLE JUNCTION CHAPTER, INC. NRHS

Volume 38

June/July 2006

Number 6

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 2006 - Our 38th Year

PRESIDENT: Dave Sherrill

VICE PRESIDENT: Doug Nipper

SECRETARY: Al McCoy

TREASURER: Allen Cooke

NATIONAL DIRECTOR: Rick Schroeder

PROGRAM CHAIRMAN: William Darnier

MUSEUM DIRECTOR: Robert Gallippi

HISTORIAN: Jesse Bennett

EDITOR: Rick Schroeder, rickschro@insightbb.com PUBLISHERS: Allen Cooke & Doug Nipper

1819 Coventry Dr.

Cooke Business Products, Inc.

Champaign, IL 61822-5239

John Cooke Sr., Honorary Member

MEMBER: Association of Illinois Museums and Historical Societies

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



The Milwaukee's old CTH&SE line that ran down the extreme eastern edge of Illinois in our area was once the stomping ground of locomotives like this Pacific-type with an auxiliary tender, seen here at Coalton which was north-east of Rossville. This photo and several others were donated last year to our society.

Coming Events

September 17, 2006

Danville, IL - regular monthly meeting at Jocko's Depot Resturant on West Williams at Gilbert Street beginning at 1:00 PM **(Remember, we don't meet June through August)**

July 15 & 16, 2006

July 21 & 22, 2006

Monticello, IL - "The Little Engine that Could" Rail Tour operates each weekend at the museum. Tickets are \$15 per person over 2 years of age. Call 1-877-762-9011 for tickets..

July 22 & 23, 2006

Altamont, IL: - 9th Annual Train Show at the Effingham County Fairgrounds east of Altamont on US 40, Hours 9-4.

August 5, 2006

Danville, IL - The Peoria and Eastern Railway Yahoo Group will meet at Cooke's Warehouse on East Williams Street next to the NS mainline from 10 AM to 5 PM. P&E Program, History of Danville Junction and tour of the area.

*Weekends to Labor Day,
2006*

Rossville Museum opens for the season - need volunteers to be on site each day, 12 to 4 PM.

Next Meeting

Remember, the next meeting will be not be until September as we do not meet in the summer months.

We completed sorting some of the museum records, boxing them up and taking them to the Vermilion County Museum. We thank all that helped and will do this again in September. Some records may be moved this summer as time permits. Thanks to Dave Sherrill, Bob Gallippi, Bob McQuown and Rick for loading up two truck and a car load and taking them to VCM. The records have been moved to

their basement and this summer they will have an intern working on cataloguing the records..

Note there is a meeting of the Yahoo Internet Peoria and Eastern Railway group at Cooke's Warehouse on East Williams Street. Doug and Allen have helped set this up close to the P&E. Mark Vaughn will be presenting his program on the P&E. Rick Schroeder will present the program on the History and Romance of Danville Junction and then there will be a tour of the area. P&E fans are welcome..

Early this month the "Drivin the Dixie" was held and we appreciate the members that helped with opening the museum. The crowds were big and helped promote the museum. Remember, we are open each weekend and we need to be sure someone is there each weekend from Noon to 4 PM.

Enough coal on hand to keep US cool?

Utilities that rely on coal give cautious assurances they can meet electricity demand of a hot summer.

By Mark Clayton | Staff writer of The Christian Science Monitor

The United States is heading into what could be a hot summer with high power consumption, and a number of electric utilities are scrambling to make sure they have enough coal on hand.

With at least a few utilities unable to get enough coal shipped by rail, some are resorting to extreme measures - even importing it. One of the more striking recent examples of sending "coals to New Castle" may be CS Energy, a San Antonio-based

power company. Struggling to shore up its reserves, it bought 150,000 tons of coal from Colombia, shipped it to Port Arthur, Texas, and then trucked it 140 miles.

It's more than a little ironic: Even though the US guzzles imported oil by the tanker load, it is often called the "Saudi Arabia of coal," with enough domestic reserves to last centuries. But getting America's abundant coal to where it is most needed is a growing challenge for power companies - and the railroads that supply them.

For one thing, rising natural-gas prices have caused power companies to burn cheaper coal far faster than expected. Derailments and other rail delivery problems have also contributed to dwindling coal stockpiles at power companies across the Midwest and South, analysts say.

"We are concerned about the cost and reliability risks of operating under this reduced coal delivery situation," wrote the chiefs of three power associations in a May 1 letter to the Federal Energy Regulatory Commission (FERC). "A minor railroad mishap or equipment failure at a coal mine - events that would not cause any disruption in power generation when stockpiles are more robust - could have serious consequences today," wrote the officials, whose member utilities supply most of the nation with electricity.

The Senate Energy and Natural Resources Committee is set to take up their concerns at a hearing Thursday, which will also include testimony from railroad representatives.

One signer of the letter to FERC is Alan Richardson, president of the American Public Power Association, representing 2,000 municipal utilities that supply 15 percent of the nation's power needs. "It's not a guaranteed problem, it's a potential problem," he says. "I'm hearing a lot of anecdotal information from our utilities, many of which are alarmed but don't want to say much."

Railroad officials say that if the power industry has problems this summer with coal shortages, it will be due mostly to its own policies.

"Electric utilities in the past couple of



years have made the decision to reduce their inventories - coal stockpiles - as a cost-cutting measure,” says Peggy Wilhide, spokeswoman for the Association of American Railroads in Washington, which represents the nation’s railroads.

Rail shipments have rebounded, she says, noting recent record coal shipments and large railroad investments in track maintenance and repairs. Coal industry trade publications also paint a picture of utility stockpiles rebounding strongly in recent months.

Still, is the nation’s electric grid at risk? Coal stockpiles for power companies are indeed below the five-year average, but they should meet summer demand, according to an assessment of the grid delivered by FERC last week.

“[Fuel] conditions faced by US electricity markets at the onset of the summer appear to be stronger than last year,” the FERC report noted. “While worth watching, staff’s view is that coal stockpiles are likely to continue building.”

But the North American Electric Reliability Council - an organization that oversees electric-grid reliability - has a more nuanced assessment. Following a significant derailment a year ago in the Powder River Basin area of Wyoming, deliveries of coal from there “are increasing, but not enough to restore coal inventories to pre-derailment levels,” its annual summer assessment of grid reliability reported earlier this month.

“If coal delivery problems worsen, the ability of some entities to continue to meet electricity demand might be reduced,” the council reported. But it also said that coal delivery “limitations do not appear to present a reliability problem for this summer,” even though some utilities might have to purchase power “or use alternate fuels to conserve coal.”

Much of the current shortfall, power company officials say, can be traced back to the derailment last year on a central line leading out of the Powder River Basin. Repairs on the line continue to restrict coal deliveries, these officials say.

But some utilities acknowledge that the nation’s rail lines are shipping as much coal as they can - and it’s still not enough.

Getting coal from the Powder River Basin via the Union Pacific railroad is far cheaper than shipping coal from Colombia. But that’s what CS Energy has done to build reserves. “We are hopeful that the railroad will be able to deliver the coal we need to serve our customers this summer,” says Bob McCullough, a spokesman for CS Energy.

Concerns over coal stockpiles also run deep at Dairyland Power Cooperative in La Crosse, Wis., which has been scrimping since January to rebuild its coal pile for summer. At one point last winter, the cop’s coal reserves fell to just six days’ supply - far below the normal 45-day supply.

“We’ve experienced severe deterioration in our rail service, but with all we’ve done we’re cautiously optimistic we can meet summer demand,” says Deb Mirasola, a Dairyland spokeswoman.

GE’s 1,000th Evolution Series locomotive to roll off assembly line

GE – Transportation is about to mark a milestone for its Evolution® Series locomotive. Seventeen months after launching production of the environmentally friendly locomotive, the company is assembling the 1,000th unit. GE soon will deliver the locomotive to BNSF Railway Co., which has ordered 750 units.

Featuring a GEVO 12-cylinder engine and hybrid cooling system, the 4,400-horsepower Evolution Series locomotives are designed to reduce air emissions more than 40 percent and cut fuel usage about 5 percent compared with a conventional locomotive.

GE spent seven years and more than \$250 million to develop the Evolution Series. The company expects to produce 700 of the locomotives this year.

“Working with suppliers to develop new technologies, the rail industry is committed to leading the way in improving fuel efficiency and reducing pollution,” said Association of American Railroads President and Chief Executive Officer Edward Hamberger in a prepared statement.

BNSF Railway Asks Rail Fans for Cooperation To Keep America’s Rail System Safe

BNSF Railway Company (BNSF) is recruiting rail fans to help keep BNSF properties safe by reporting suspicious activities and to help prevent possible security breaches.

“Keeping America’s rail transportation network safe from crime and terrorist activity is a high priority for the railroad industry,” says William Heileman, BNSF general director, Police and Protection Solutions. “Every day across the country, rail fans photograph and watch trains as they pass through communities. It seems natural to harness their interest to help keep America’s rail system safe.”

Rail fans can register for the program by going to the Citizens United for Rail Security (CRS) Web site (<http://newdomino.bnsf.com/website/crs.nsf/request?open>). CRS participants will receive an official identification card along with access to news and information on the BNSF CRS Web site. To report suspicious activity, CRS members and the public can call (800)832-5452. The information will be taken by a BNSF representative and routed for appropriate response.

“Supporting homeland security in this manner is positive for everyone,” says Carl Ice, BNSF’s executive vice president and chief operations officer. “It supports the nation’s security efforts, improves safety within our company and the community, and improves operations by helping to remove the impact of criminal acts

Continued on Page 3

Synopsis of the NRHS Board of Directors Meeting

The NRHS Board of Directors met in Indianapolis, Indiana on April 23, 2006, hosted by the Hoosierland Chapter. Here are some highlights.

Despite the many problems with the 2006 dues bills, **2006 renewals** stood at 77% as of April 18, behind last year's pace because of the late start. Because of technical problems, the NRHS will not be able to produce final notices for un-renewed chapter members this year. Ten chapters were inactive because of lack of renewals at the time of the meeting, although this number has since been reduced to six.

The NRHS is committed to delivering **2007 dues bills** that are accurate and on time. Systems improvements are already in progress, and the plans and schedule for the 2007 billing cycle were discussed in detail. NRHS national dues for 2007 are expected to remain unchanged from 2006.

President Molloy alerted the Board that the NRHS **national office** may need to be relocated if the owners of the Robert Morris Building decide to convert it to a residential property in 2007. We expect a decision by the summer of 2006. If we have to move, we expect to remain in center city Philadelphia.

Senior Vice President Barry Smith reported that preparations for the **RailCamp** programs are well under way. The session at Steamtown is filled and has a waiting list. The first student session at the Nevada Northern Railway Museum has only a few firm registrants, but NRHS and NNRM management are committed to carrying out this pilot program. We expect the first adult program at NNRM to operate near capacity.

Representing the Convention Committee, Director Mia Mather reported that sales for the **2006 NRHS convention** in New Philadelphia, Ohio, have reached the break-even point. First class train seating and the night photo session are sold out, but coach seating is still available.

Convention Co-Chair Wes Ross reported that planning continued for the **2007 NRHS convention** in Chattanooga, Tennessee. The hotel contract has been signed, and Dr. Ross announced several committee appointments.

President Molloy reported that **staffing** continues to be a serious concern for the national organization. A list of staffing needs is posted on the NRHS website, www.nrhs.com, and it is updated at least monthly. Since we started to post the list, several volunteers have stepped up to take on some important tasks, but other critical positions continue to be vacant.

The independent **audit** for fiscal year 2005 was still in progress at the time of the Board meeting. We expect all tax filings and the IRS Form 990 to be completed and submitted on time. Un-audited financial records indicate the NRHS finished 2005 with a surplus because of a bequest and higher-than-anticipated income from the 2005 convention in Portland.

Regional Vice President Walter Zullig reported several positive developments in reaffirming the rights of Americans to photograph railroads. He is continuing to follow up on recent reports of interference from security personnel who appear to not understand their rail carriers' official policies.

The Board selected hosts and sites for three future Board of Directors' Meetings:

- Fall 2007 Houston, TX (Gulf Coast Chapter)
- Spring 2008 Syracuse, NY (Central New York Chapter)
- Fall 2008 Suburban Chicago, IL (Chicago Chapter)

Continued from Page 2

and accidents." The CRS program is an outgrowth of another BNSF grassroots program, called BNSF ONGUARD, which encourages employees to report suspicious activities, trespassers or individuals to BNSF's Resource Operations Call Center (ROCC). The BNSF ONGUARD program, which started in 2003, has been successful, with more than 200 employees reporting suspicious activities since its inception. Employees have reported theft, vandalism, arson, attempted suicide, and other criminal violations, threats to safety, or unusual events on or near railway properties.

"Security is everyone's business. Because of heightened security status, Americans are being asked to be the 'eyes and ears' for law enforcement," says John Clark, BNSF assistant vice president, Resource Protection Solutions Team. "At BNSF, our police team continues to educate employees on work, personal and home security, as well as working to change employee behavior to increase awareness of security risks.

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

Central Railroad of Indiana

The Shelbyville Line The Central Railroad of Indiana (CIND) is currently servicing the Valley Junction to Shelbyville line two to three times per week, depending on demand. The Normal operating plan is to

run the line Tuesdays and Thursdays, with a weekend job as needed. The local job usually makes a Valley to Shelbyville round trip, but will turn short at Greensburg or even Sunman if no traffic is available west. Assuming the crew the previous day got everything done on east end or road, the Shelbyville turn will run with a daylight crew. If that crew has to finish something up east of Valley, however, they'll get started late - so time of day can vary greatly from trip to trip.

The weekday jobs are usually relieved by taxi and generally continue until they get back to Valley, mainly because power is shared by all crews out of Valley and the 2 or 3 engines RailAmerica has assigned there must cover all of CIND's business including Lawrencburg and the Lanxess plant (formerly Bayer) plus the original I&O line to Brookville. The

weekend job often will operate only as far as the one crew can get in 12 hours and tie up for balance of weekend with a crew after midnight Sunday night taxing to train to finish work and return to Valley.

Traffic consists of gondolas to and from Sunman; Grain, fertilizer, and herbicide to and from Greensburg Indiana; Grain from St. Paul Indiana, and interchange traffic to and from the CSX in Shelbyville. Interchange at Shelbyville is done with CSXT and with ISRR and INRD via CSXT (Beech Grove on paper, CSX handles all traffic at Shelbyville for operating ease). Interchange traffic primarily consists of gons and a few other cars with CSXT, and overhead traffic with ISRR. Power moves to and from ISRR are not uncommon, so odd combinations of locomotives can be seen time to time. RailAmerica is actively marketing ISRR, CIND, IORY, and CFE as one seamless system and has had some limited success developing some ISRR to IORY, ISRR to CN, and Chicago interchange to ISRR type traffic. (www.indianarails.net)

Via Railfans of Indianapolis

Editor: A new Honda plant proposed in the Greensburg area will increase the business on the Central Railroad of Indiana line.

Communications Displays at the Museum

by Doug Nipper

Many of you who staff our museum in Rossville may not realize the things that have been done to re-create a small railroad office in the late 40's to early 50's. While the operator's bay is used for many things, its primary purpose is to look like the workplace of an agent-operator that would have spent his career there. You will note the train order boxes containing blank train orders and clearance cards, as well as a few switch lists. On the desk are tariff books, station lists and other paper items that would have been there 60 years ago. The train order hoops on the wall are strung with string and orders, waiting for the next train to come when the operator would take them out and "hand up" orders to the engine and caboose. Many years ago, when the Chapter first occupied the building and times were different, your author hooped up some fake orders to caboose crews who were willing to play along. Ah, the good 'ole days!

But there is more to the display than you realize. Perhaps you've been there when Allen Cooke has sat at the dispatcher's desk and made bells ring in the baggage room and the middle room. Or maybe you've heard the telegraph chattering and wondered how that was happening. I must admit that I am responsible for all this. I got hooked and signaling and communications back in the late 70's when I started spending time at the local railroad offices. Back then, they were still using some of these systems. I even found working telegraph on the old Clover Leaf NKP line that went through Humrick as late as 1980!

So how does it all work? Well, when I worked for an electronics shop I was able to use the resources and materials of that place to come up with some very unique, if I say so myself, ways of simulating the telegraph and "selective calling" system. But I did my best to follow real railroad practices when possible. Let's start with the telegraph. The desk has two "jack boxes", one for telegraph and one for telephone. Both are wired exactly as they would have been long ago.

The difference is that what they hook up to externally is simulated rather than line circuits on poles. Here are the basics:

On the desk there are four "mainline" calling sounders, a telegraph relay and the sending key. With the shorting plug not in any jack on the jackbox, each circuit would be run directly through its own calling sounder. A telegraph line was just one long series circuit with earth returns at both ends. When a line was selected by plugging the plug into a jack, the key and relay were cut in in place of the calling sounder. The relay served two purposes: To control the resonator sounder in the box on the movable arm, and to allow the operator to finely adjust the response of the circuit compared to what he could do on the calling sounder. The scheme was that the op would wait to hear his station's call letters on one of the calling sounders, then "jack in" to that circuit to be able to send and hear the received code better. (You can pull that resonator sounder right up to your ear!)

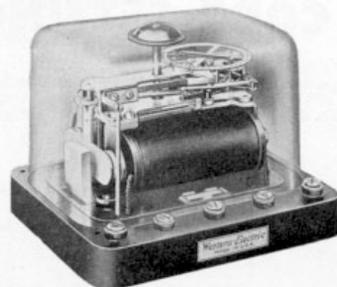


Fig. 19. No. 60AP Selector

At the depot, there are only two working circuits. One is for automatic operation with a tape system that plays back tones that are electrically converted to drive a relay that acts as another station. While the original "Automatic Telegrapher" circuit by Sid Vaughan is the basis of the simulator, I added a way to drive a fast-acting "mercury-wetted contact" relay. The other cir-



cuit is just a local loop between the operator's bay and the dispatcher's desk. But you can "jack in" to either circuit and make it drive the resonator sounder. Open the key and you can also send, but the automatic operator will probably ignore you. Just open the key to "break" him. (A real operator would stop once he noticed the circuit had been opened.)

The other recreation that I'm pretty proud of is the simulation of a Western Electric "Calling Apparatus for Railway Train Dispatching Telephone Systems". Long name, simple purpose: When the railroads started using more telephone systems instead of telegraph, the need arose for the dispatchers to selectively call stations along their divisions, perhaps to dictate train orders or inquire if a train had passed a certain point. Recall that with telegraph, each station listened for his call letters on the calling sounders. It was like calling out your name in a crowded room; you knew your call letters and hearing them got your attention. But with telephone, it was impossible to monitor several circuits at once, listening for your station name. There was no equivalent to the calling sounder for telephone.

So along comes the W.E. system. Each dispatcher and message telephone line that ran along the railroad was a simple party line, with each lineside phone having local batteries to transmit. There was no DC voltage from a central office like with commercial telephone systems. W.E.

and negative pulses. The coils drive an armature that connects like a clock mechanism to advance a code wheel. Depending on the spacing of the pulses, only one selector set would advance the wheel all the way to the ringing position that completed a circuit to bells in the selector housing. These bells were DC operated from a local battery.

If you ever spent time in a railroad office, you might remember those boxes on the wall going "chunka, chunka – chunka, chunka chunka – chunka, -RIIIING-chunka. If the bell didn't ring at your station, you would hear on the line a buzzing sound when another station rang. There were always a fixed number of steps in the code, but the spacing of pauses between pulse groups is what made the system selective. Only the code wheel with pins at those pause points would continue to advance to the ringing position.

Getting this simulation going was quite a challenge. It was a mechanical miracle for me to figure out how to mount the code "keys" that would have been at the dispatcher's station. We only had three keys and no original mounting case. But once again, the resources at the electronics shop allowed me to come up with a solution. The keys are purely mechanical, and they drive an electrical apparatus that is quite a hack job, but it works. I was lucky to have diagrams of what the real system used, and was able to simulate it on a smaller scale. Even so, the pulses it creates push 200 volts, so don't put your hand across the line when the selector is operating!

The reason I decided to write this is that recently I found that the automatic telegraph circuit had become inoperative. I know these systems may not be easily identified with railroads, but they were unique to that industry and have gone the way of steam engines and cabooses. There are many telegraph simulators around the country, but I would guess that only a few selector systems are in operation. There are quite a few of the station boxes preserved, but only a handful of them operate. The point is that we have some pretty

unique displays. Any time there is a Boy Scout group or other tour, please consider showing them off. If you'd like more background on how they worked for real, just let me know.

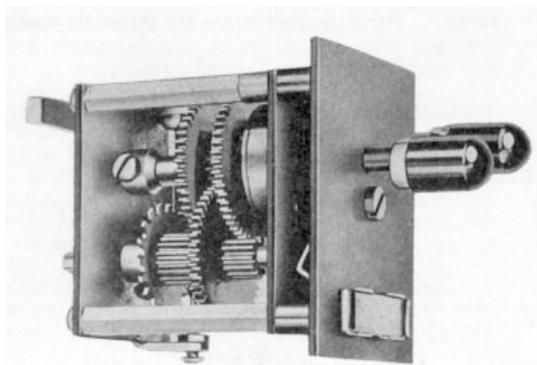
Motive Power

Via North Western Illinois Chapter

Union Pacific - DOWN TO TWO, OR ONE? The circle of remaining C&NW units has been drawn down to two at the most, and more than likely, only one active unit as of May 6. The C&NW 8575 was redone as the UP 9087 in Hinkle. OR as of May 6. The C&NW 8701 has been at North Little Rock, AR since March 31 and that is not a good sign—it likely will emerge as the UP 9805 when it is released. Thus the only remaining C&NW unit active as of early May is the C&NW 8646. It was a trailing unit' on westbound stack train out of Proviso on May 9

HERITAGE HAPPENINGS: The three additional heritage units showing the colors of the D&RGW, C&NW and the SP will emerge this summer. All of them will be EMD SD70Ace's. The number slots will be the final three spaces in the 2006 order—UP 85218523. All of them will be painted by the WSOR's Horicon shop. The Rio Grande unit will be first one out from this batch. To be numbered 1989, it is set for an unveiling in Denver around June 19. The C&NW unit will be out in mid-July, unveiled in Chicago and the SP locomotive will make its debut in Roseville CA in mid-August....The rest of the plain-jane SD70Ace's as part of the 100-unit order should be coming on the property in the near future.

BURLINGTON NORTHERN SANTA FE: NEW GP38-2 REBUILD ON THE PROPERTY: The first of the 40 newly rebuilt GP38-2s from National Railway Equipment came onto the property in early May. The BNSF 2004 and 2005 were completed down at NRE at Mt. Vernon, IL and interchange at Woodlawn, IL. The units came up to Galesburg where they were placed into service. The 2004 was up to Cicero a few days later. The BNSF 2003 was nearing completion at Dixmoor in late April and at least one more of the Mt. Vernon units was



devised a way to send alternating pulses of DC voltage on these lines. The pulses operated a rather complex device called a "selector set" at each station. Basically, the selector set consists of two coils that respond in kind to the alternating positive

outside in early May. The units look just like you'd imagine, wearing the simplified Heritage scheme with the new logo on the nose and along the long hood. The 30 unit order of EMD SD70Ace's is only missing two units as of early May. The CN Homewood facility had the brand new BNSF 9390, 9397 and 9399 present on April 29. These three units were in transit to the BNSF. The units are showing up on coal trains all over. One of them made a trip over the CN through Iowa on a coal train to East Dubuque, IL in late April.

Wheel Report

Traffic World reported that Secretary of Transportation Norman Mineta has ruled out raising truck weight limits due to the standards to which U.S. roads and bridges have been engineered. An increasing number of shippers and the trade associations that represent them have been calling for an increase in weight limits as part of a solution to high fuel costs and mounting congestion. However, Mr. Mineta left open the possibility of raising truck length limits on tolled truck-only highway lanes. "It may be that triple-trailers in truck-only lanes may be okay," said Mr. Mineta. "We haven't come to a conclusion on that." (May 30)

New Mexico Department of Transportation officials announced that New Mexico Rail Runner commuter rail service serving Albuquerque would begin July 14. The service will operate between Albuquerque and Bernalillo, NM over a former BNSF line now owned by the state. A NMDOT spokesman said that the service, to be operated under contract by Herzog Services, will be extended to Los Lunas and Belen, which are south of Albuquerque, once stations are finished in those cities.

For the week ending May 20, 2006, U.S. rail volume grand totaled 34.4 billion ton-miles, up 10.3 percent from the comparable week last year, which was the week in 2005 when derailments occurred that interrupted the flow of coal traffic out of the Powder River Basin. U.S. carload rail traffic was up 8.4 percent, down 1.5 percent in the East, but up 17.9 percent in the West. Notable traffic increases included coal up 28.1

percent, metals up 7.5 percent, crushed stone, sand and gravel up 5.8 percent, and petroleum products up 5.6 percent; notable traffic decreases included primary forest products down 19.4 percent, non-metallic minerals down 13.3 percent, and coke down 9.9 percent. Also for the week, U.S. intermodal rail traffic was up 8.4 percent, Canadian carload rail traffic was down 5.0 percent, Canadian intermodal rail traffic was up 5.4 percent, Mexico's Kansas City Southern de Mexico's carload rail traffic was down 14.2 percent, and KCSM's intermodal rail traffic was down 9.1 percent.

For the period January 1 through May 20, 2006, U.S. rail volume grand totaled 664.7 billion ton-miles, up 2.1 percent from the comparable period last year. Also for this period, U.S. carload rail traffic was up 0.9 percent, U.S. intermodal rail traffic was up 6.1 percent, Canadian carload rail traffic was down 2.3 percent, Canadian intermodal rail traffic was up 5.0 percent, KCSM's carload rail traffic was down 6.3 percent, and KCSM's intermodal rail traffic was down 7.3 percent. Via AAR

Canadian Pacific announced that it had closed the sale, to the Indiana Rail Road, of its former Latta Subdivision line between Fayette, IN and Bedford, IN the line totals approximately 93 miles.

Caterpillar Corporation announced that it had reached agreement to acquire Progress Rail Services for \$1.0 billion in cash, stock and assumption of debt. Progress Rail provides remanufactured locomotive and railcar products and services, with about 3,700 employees and about 90 facilities in North America.

The Hasbro Company has announced a new addition to the game board "Monopoly". The new versions will delete the four railroad spaces, Pennsylvania, Reading, B&O and Short Line Railroads, and add airports. Some other locations will be changed. The original version will still be produced. Interesting, railroads are making money and the airlines are bankrupt and the airports depend on federal dollars. Maybe if you land on the airport you will get some "federal dollars" to add to your holdings.

Trains to Rockford?

With momentum building to expand passenger rail service in Illinois, opening a train line between Chicago and Rockford is more a question of when than if, a senior Amtrak official said Monday.

A vote by legislators last spring to double funding for Amtrak's state-subsidized lines in the 2007 Illinois budget provides financial support to restore rail service that last ran in 1981, officials said.

"If you guys want the service, it's not, Should we do it? It is, What are the next steps we need to do to get it done?" Joe McHugh, Amtrak's senior vice president for governmental affairs, said after a town hall-style meeting at the Rockford airport of backers of reopening the route. An analysis in late 2004 put the cost of creating a Metra line to Rockford at \$89 million, with annual passenger ticket sales bringing in \$1.6 million, still \$1.7 million short of annual costs.

If Amtrak restarts the service, federal law requires it to make up any shortfalls in the cost of running the line with state subsidies. Illinois Transportation Secretary Timothy Martin plans to move forward soon with a request to Amtrak to restart service. Officials backing three competing plans to bring either Amtrak or Metra rail service to the Rockford area appeared ready Monday to let the two passenger railroads figure out the best way to move ahead.

The Black Hawk line once ran from Chicago to Elmhurst, then on to cities including Rockford, Galena and Dubuque, Iowa. Officials said Amtrak could use existing Canadian National tracks to restore service to Rockford. Proposals for Metra service would either go to Rockford through Elgin and Belvidere or through DeKalb County and southern Winnebago County to the Rockford airport.

"We want to at least be able to put two or three options on the table, with everybody saying these appear to be the best—now let's test them against Amtrak standards and Metra standards and find out if they fit," said Sen. Richard Durbin (D-Ill.), who organized the meeting at the airport

with Rep. Donald Manzullo (R-III.).

Officials from several counties and cities that might benefit from the service spoke at the meeting. Some who have been backing particular proposals said they would be willing to work with others to make it happen.

"This community is ready to help make all of your jobs easier," Rockford Mayor Larry Morrissey said, adding that the competing plans should be brought under one umbrella.

"We've been in meetings before where everyone is decrying everyone else's proposal," McHugh said. "The fact that your folks understand the need for regionalism, and you've got to sort of get started somewhere, somehow, and you take steps, I think that's very mature and appropriate for this type of discussion." Manzullo said bringing rail service back will help keep the Rockford area economically viable.

"I can't think of any item that would do more to invigorate economic growth and vitality and interest in making people want to not just continue to live in Rockford and invest, but to have their children stay here, than to have the railroad come to Rockford," he said.

lford@tribune.com July 3.

Construction & Design Projects

The three CSX projects in Southern Indian have started. The Carlisle project has the south end turnout in place and grading work ongoing north of CR 975. The north end turnout will be placed when there is time for a track shift. There are two bridges on this siding and delays in getting steel delivery has delayed the bridge construction until early September. The turnouts will be in place and the signal department will power up the control point so once the siding is installed they will be ready. At this location the mainline is being shifted to the west track (new track) and then there is a shift back just before the south switch. It will look strange but this is the way the Chief Engineer wanted to build the segment. The new Carlisle

coal mine will connect to the siding, which is the present main track.

At Hazleton work is underway on the north 1/3 while they wait for steel for 3 bridges. The last one is to be delivered in late October or early November, thus completion of this siding will be late this year. The switches at both ends are in place and the signal department is working to power up the control points. Again, this will save time when the siding is complete.

At Smith, just north of Vincennes, very little work has started, as permitting is still an issue. The environmental consultant is working to get permits but looks like it will be late August before all are approved. The existing 3000 feet of old siding has been removed and rebuilt with new track to allow for the tie and rail production crews to have a place to hold up. The south end switch is in place but the north end will be some time away as permits for the stream crossing are needed.

All sidings are planned to be in-service by early winter, weather permitting. In KY and TN work progresses on 10 other sidings with one in service at this time. Some of the new ones in GA and AL have been placed in service.

For late 2006 and early 2007 CSX has awarded siding design to their consultants. We will be handling the design of two additional ones in Indiana. Locations cannot be made public at this time pending right of way acquisition. We will also be involved in one location in Illinois that will be a major project; again, this cannot be published at this time. Other projects in KY, TN, AL and GA are in the design process for 2006 and 2007 construction. CSX is spending some \$400 million over 2 years to upgrade the capacity of the line between Chicago and Florida.

BNSF

Our Decatur, Springfield, MO and Overland Park, KS office are designing 2 siding projects for BNSF. The projects are new 10,000 foot siding at Turner, MO and extension of an existing siding at Racine, MO. Turner involves 5 structures as well as a line with a lot of curvature. The Racine line will involve a new bridge over an

existing county road. Design for both is to be completed by August with construction set for spring of 2007.

NS

Our firm along with another engineering firm is reviewing the proposal for the Heartland Corridor project that will see a major clearance project on Norfolk Southern from Norfolk, VA to Columbus, OH. This \$120 million project is part of the federal bill that was passed last spring. There are numerous tunnels that will be have the clearance increased and some bridges will be modified to allow double stack movement on the shorter corridor to the Midwest.

Central Indiana Railroad & Honda

We were involved in the selection of the Indiana site for the new Honda auto plant. In addition we are looking to be part of the design team for the project and hope to be involved in the design of the relocated rail line as well as the new yard facilities for the Honda plant. The Fithian, Illinois site was also reviewed but lack of rail access, water, sanitary facilities along with fiber optic lines took the Fithian site out of the running early.

CREATE

Work continues on a slow place on our 3 projects the Hanson/URS team has to design. The connection between BNSF and CSX/IHB at McCook is the hot item of the program with work to begin as soon as possible that is after the plans are complete. These projects are part of the IDOT design system and thus we take the plans to 30%. IDOT will then choose someone else, or could choose us, to complete the plans for bidding.

We have been assigned 4 other projects by CSX that involve the Barr Sub and the Blue Island Sub. Construction of these projects is scheduled for 2009-2011. One item, WA-2 form 71st to about 35th Street on the Blue Island Sub is a hot item that will see installation of new control points with powered crossovers and new signaling. These are some of the projects that the railroads are funding themselves.

Rick