

FIRST CLASS MAIL

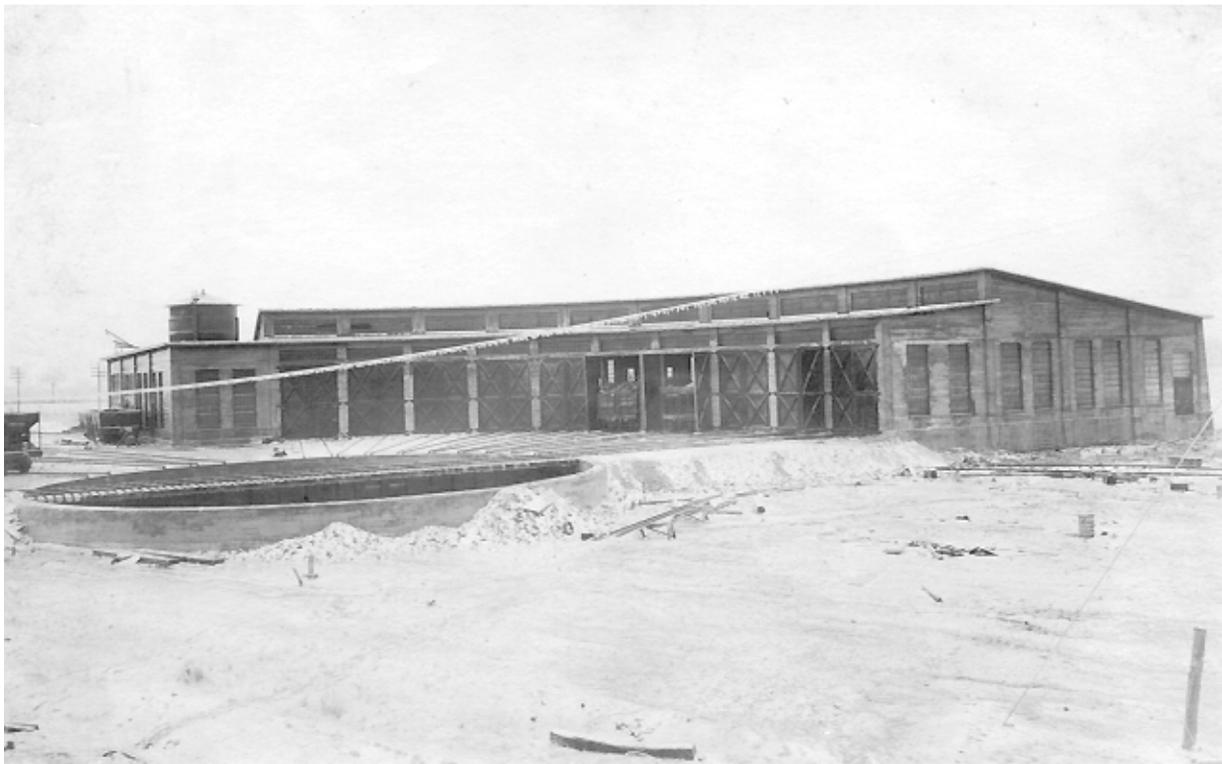
"THE DANVILLE FLYER"

DANVILLE IL 61834-1013

P.O. BOX 1013

NATIONAL RAILWAY HISTORICAL SOCIETY

## DANVILLE JUNCTION CHAPTER



On January 7<sup>th</sup>, 1913 the EJ&E roundhouse south of Rossville, Illinois was nearing completion. In this view, all ten stall tracks are laid down, but there is still quite a bit of fill needed around the turntable pit ring. Photo courtesy the Rossville Historical Society.

# DANVILLE FLYER

A PUBLICATION OF THE DANVILLE JUNCTION CHAPTER, INC, NRHS

The *DANVILLE FLYER* is published monthly by the DANVILLE JUNCTION CHAPTER of the NATIONAL RAILWAY HISTORICAL SOCIETY for its members and other interested persons.

The DANVILLE JUNCTION CHAPTER, NRHS, is a not-for-profit corporation organized to preserve the history of railroading in Eastern Illinois and Western Indiana and operates a museum located in the former Chicago and Eastern Illinois Railroad depot on East Benton Street in Rossville, Illinois. The museum is open weekends from Memorial Day to Labor Day and features many railroad displays plus a large operating HO model railroad.

Membership in the Chapter is open to anyone having an interest in any aspect of railroading. Dues per year are \$15.00 for Chapter membership in addition to \$17.00 for NRHS membership. Meetings are held on the third (3rd) Sunday of each month (except June, July, August and December) at the Pizza Inn Restaurant, Gilbert Street (Illinois Route 1) and Williams Street, next to CSX, in Danville, IL. with lunch beginning at 1:00 PM Central Time followed by meeting and program.

## OFFICERS FOR 2000 - Our 32nd Year

|  |                                      |
|--|--------------------------------------|
| PRESIDENT: Mark Zeibert  | VICE PRESIDENT: Danny Honn           |
| SECRETARY: Dave Sherrill   | TREASURER: Allen Cooke               |
| NATIONAL DIRECTOR: R. M. Schroeder   | PROGRAM CHAIRMAN: William Darner     |
| MUSEUM DIRECTOR: Robert Gallippi   | HISTORIAN: Jesse Bennett             |
| EDITOR: Richard M. Schroeder - Rickschro@aol.com   | PUBLISHER: Allen Cooke & Doug Nipper |
| 1819 Coventry Dr.  | Cooke Business Products, Inc.        |
| Champaign, IL 61822-5239   | John Cooke Sr., Honorary Member      |
| MEMBER: Illinois State Historical Society - Association of Illinois Museums and Historical Societies |                                      |

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

Volume 32

March 2000

Number 3

## Coming Events

### *March 19, 2000*

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

### *April 1 & 2, 8&9, 2000*

Monticello Railway Museum, throttle time.

### *April 29 & 30, 2000*

Monticello Railway Museum, Photographer Special trains. Contact the museum for details and reservations.

### *April 29&30, 2000*

Arcola, IL—Model Trains Show and sale. Rockome Gardens Theme Park, 5 miles west of I-57 at Arcola. \$4.25.

## *March 25 & 26, 2000*

Urbana, IL — Annual Train Show and Swap Meet, Lincoln Square Mall in downtown Urbana, 10-6 PM and 11-5 PM. No admission.

**DUES ARE DUE. IF YOU HAVE A RED MARK ON YOUR ADDRESS LABEL THIS IS YOUR LAST ISSUE. PLEASE RENEW TO KEEP YOUR MEMBERSHIP CURRENT IN CHAPTER AND NRHS**



## Next Meeting

The next chapter meeting will be Sunday, March 19 at the Pizza Inn, corner of Williams and Gilbert Street (Illinois Route 1) in Danville. Discussion will be the train show that is coming up in March at Urbana's Lincoln Square Mall. The show is the last weekend in March, see attached flyer, and we need assistance both days at Urbana.

This month Rick Schroeder will present a program on the preliminary design of the Keystone rail extension in Pennsylvania for Norfolk Southern. The program will explain and cover from the first visit in the proposal stage to the beginning of design. Via slides and topography plan sheets Rick will detail how the proposal won the project for his firm and explain the preliminary design through the hills of

Pennsylvania.

In reference to the depot and our rent with CSX Transportation, Rick has finally made contact with an individual in CSX Real Property, Inc. Over the past two years contact has been difficult. We are still not out of the "woods" as far as rent is concerned but at least someone returned a phone call.

## **J. Parker Lamb** **Slide Show**

Well, folks the Show is set. For those that can make it to the Urbana Free Library in downtown Urbana on Friday night, March 24 at 7:30 PM you're in for a treat. J. Parker Lamb and his popular images of late '50s and early '60s Illiana railroading will be on display. The Library is located on the corner of Race and Elm Streets right across from the Jumer's Hotel. Take the Cunningham Ave. exit off of I-74 south to Elm, 3 blocks past the P&E underpass. Right on Elm 2 blocks to the Library. The auditorium entrance is on the north side of the building. Parking is available on the street and in the library parking lot just to the south of the building.

Hope to see you there! *Bruce*

Things for the Slide Presentation keep getting more interesting. As it turns out the reason for Parker being in town is not for the dedication of the building but rather the dedication of the following exhibit. The following letter to the Illinois Terminal Building explains the kick-off ceremony. In addition, the exhibit will remain open during the following weekend, which is also the weekend of the Urbana Model Railroad Show at Lincoln Square mall in downtown Urbana. In fact, Mr. Reutter planned the opening so that folks that had planned to attend the mall show could stop by to visit the exhibit at the IT. With both Parker Lamb and John Gruber the exhibit promises to be top-notch.

Of course, to attract such top-notch talent the organizers of the exhibit have searched for sponsorship to help underwrite the cost. Several local merchants and indi-

viduals have stepped forward to help the exhibit, but the organizers would like for a little more broad-based support. If anyone would like to contribute towards the exhibit they can contact Mr. Reutter at: mreutter@staff.uiuc.edu

Mr. Gruber and Mr. Lamb are donating their time and efforts towards the exhibit and the organizers are only hoping to help them cover their lodging and transportation expense while here. Any amount would be appreciated.

Info on the exhibit can be found at [www.railphoto-art.org](http://www.railphoto-art.org)

Get a preview and hope to see you at the IT in a few weeks!

*Dear Doug,*

*We are enthusiastic about bringing our national traveling exhibition, "Railroads and Photography: 150 Years of Great Images," to Champaign-Urbana in cooperation with Railroad History Magazine. We wish to confirm the discussions from our visit and an earlier e-mail that we would like to place the photographs in the Illinois Terminal Building, second-floor waiting room and stairways, for a month, beginning Thursday, March 23, and ending Monday, April 24.*

*To kick off the exhibit, we plan a presentation, free to the public, on the fourth floor between 7-8:30 p.m. on the opening night of March 23. There will be three speakers:*

*-Mark Reutter, editor of the Urbana-based journal, Railroad History, will outline the exhibit and its purpose.*

*-John Gruber, president of the Center for Railroad Photography & Art and curator of the exhibit, will speak on "Railroads and the Development of Photography."*

*- J. Parker Lamb, the noted railroad photographer, will present and narrate slides he took of the local railroad scene, 1957-61, while he was a graduate student in engineering at UI.*

*The aim of the exhibit is to bring increased public awareness of the importance of railroads in the progress of the U.S. and central Illinois.*

*Sincerely,*

*John Gruber Mark Reutter*

*President Editor*

*Center for Railroad Photography & Art  
Railroad History*

*Madison, Wisconsin*

*-Co-sponsors-*

***Editor: Please contact me at 217-359-2868 if you plan to attend. Seating is limited and we need to know how many will be coming to this great slide show.***

***Rick Schroeder***

## **100<sup>th</sup> Anniversary of** **the Casey Jones** **Story to be** **Celebrated**

Jackson, TN - October 26, 1999 — Celebrate, one hundred years of a legend! The year 2000 is the 100<sup>th</sup> anniversary of the legend of Casey Jones, the gallant engineer whose story is embedded in folklore the world over. To honor this anniversary, the historic Casey Jones Home and Railroad Museum, in Jackson, Tennessee, is hosting a year-long extravaganza commemorating the life of America's most famous railroad engineer.

With his train whistle shattering the silence of the early morning on April 30, 1900, Casey Jones lost his life in a train wreck and became a legend. His story spread around the world through a song which would become one of the best loved of all railroad songs — "The Ballad of Casey Jones." This simple, heartfelt tune made a folk hero out of the engineer. The story contained within the song captured the imaginations and hearts of those who heard it and perpetuated the legend of Casey Jones.

The 100<sup>th</sup> anniversary celebration will bring many festivities to the Casey Jones Home and Railroad Museum. During the cel-

celebration, the museum's current displays will be enhanced with new memorabilia and special exhibits. Visitors will be able to enjoy new additions to the museum throughout the year 2000. Special guests will also be on hand to provide insight into the story of Casey Jones and the historical significance of the railroad. Many other events are planned for the year-long anniversary celebration, including special tributes to Sim Webb and Wallace Saunders, two African-Americans who contributed greatly to the legend of Casey Jones. Sim Webb was Jones's fireman and Wallace Saunders originally composed "The Ballad of Casey Jones." In addition to these events and others, four major events are planned to highlight the anniversary celebration. They are as follows:

• **Casey Jones Family Reunion** - will bring Casey's grandchildren and over 50 other members of the Jones family together at the historic museum for a special weekend.

• **Casey Jones Historical Drama** - an outdoor production of the musical drama, "Rendezvous With Destiny," which recounts the life and final ride of Casey Jones.

• **April 30, 2000 at the Casey Jones Home and Museum** - the date will mark the exact 100<sup>th</sup> anniversary of the train wreck that created the legend and a fantastic day of celebration will occur.

• **Casey Jones Centennial Train Ride** - still in the planning stages the ride would follow the route of the engineer's last journey.

Today, the legend of Casey Jones still continues to capture imaginations. Thousands of guests, from around the world, visit the historic Casey Jones Home and Railroad Museum each year. The museum, in operation since 1956, is located inside the actual white framed house where Casey and his family lived at the time of his death. It is the goal of the museum not only to preserve the memory of Casey Jones, but to honor all railroad workers. Within the museum are a variety of displays recounting in detail the life and death of the engineer and the glory days of the railroad during the Age of Steam. On the grounds, visitors can explore an

authentic 130 ton steam locomotive engine, an 1890s railcar containing model railroad exhibits, and the original horse drawn funeral hearse which carried Casey Jones to his grave.

Events are planned so that people of all ages will enjoy the festivities of the centennial celebration. The 100<sup>th</sup> anniversary of the Casey Jones story is a once-in-a-lifetime event which will offer a year filled with fun, family, and history.

For additional information, contact: T. Clark Shaw or Lawrence Taylor Historic Casey Jones Home and Railroad Museum 56 Casey Jones Jackson, TN 38305

## Cost rises for proposed Midwest high-speed rail network

Building a high-speed rail network in the Midwest would cost \$4.1 billion—up from the \$3.5 billion estimated in 1998—but would be a sound investment because the service would be financially self-supporting.

That's the conclusion of a report, "Midwest Regional Rail System: A Transportation System for the 21st Century," released February 21 by the Midwest Regional Rail Initiative. The initiative includes nine states, Amtrak, and the Federal Railroad Administration.

"A regionally focused high-speed passenger rail service is an economically viable transportation alternative that will offer travelers fast and frequent access to urban centers and smaller communities along the routes," said Wisconsin Gov. Tommy Thompson, chairman of Amtrak's board and a member of the initiative.

The 3000-mile network, proposed to be built utilizing existing routes over a 10-year period, would be centered on the hub of Chicago Union Station, with seven radiating corridors: Chicago-Detroit (with branches to Grand Rapids and Port Huron, Mich.); Chicago-Toledo-Cleveland; Chicago-Indianapolis-Cincinnati; Chicago-Champaign-Carbondale, Ill.;

Chicago-Springfield-St. Louis-Jefferson City-Kansas City; Chicago-Des Moines-Omaha (with a branch to Quincy, Ill.); and Chicago-Milwaukee-Madison-Minneapolis (with a branch to Green Bay).

The 16-month study reviewed a host of factors for the proposed system, including ridership potential, operations, and finances. It pegged the cost of infrastructure improvements at \$3.4 billion, and the cost of 66 trainsets at \$652 million. Federal funding will be sought for 80 percent of the costs; the states would make up the rest.

Most of the corridors would see 110-mph service, and all of them would see transit times faster than driving. The high-speed trains would shave existing transit times by 30 to 50 percent, with Chicago-Milwaukee cut by 30 percent and Chicago-Cincinnati reduced by 50 percent.

But stiff competition for federal transportation funding would pose a challenge for implementing the Midwest network, the report acknowledged. Negotiating for use of freight main lines also would be a problem.

*TRAINS On-Line, 2/23/00*

## Wheel Report

I caught one of the UP coal trains bound for the CIPS power plant at Lis on Thursday, 2-24-00, in Tuscola negotiating the interchange between the UP and the IC. I forgot that when the UP re-aligned the diamonds at Tuscola they also moved the north end of their siding further south which necessitated the reconstruction of the interchange track between the UP and the IC in the southwest quadrant. The UP crew pulled the train up to a waiting crew van under the south end of the Rt. 45 overpass. The UP and IC crews swapped places and the IC crew pulled the train out onto their main. After they had cleared the UP crew closed and locked the hand-thrown turnouts behind them. All of the cars were the aluminum-with-red-end gons with CIPX reporting marks. A pair of AC4400CWs were up front - a UP and an SP. A rather quick and slick operation. —  
*from member Bruce Bird*

*From Joseph D Santucci, CNIC engineer -*

This morning I heard the defect detector at Cook (Cedar Lake), IN on the Kankakee Main and it clearly said Conrail. ELSF-3A acknowledged it as ELSF. However the detector at Exline, IL (MP 96) east of Kankakee on the Kankakee Secondary said "Norfolk Southern."

Today was supposed to be the day that all trains on NS's Conrail were to begin to start using their new NS symbols. From what I have heard so far, it has been a mixture. SFEL used this symbol when acknowledging the Exline detector and when calling the K3 Dispatcher. While talking to the Dispatcher, he ID'd himself as "40K, the SFEL train". CHHE was called by the K3 Dispatcher using his Conrail symbol after he didn't answer when he first used his NS symbol of 69G.

Another change in the last few days, Norfolk Southern engines were identified by using their NS initials. Now, their initials are no longer used, just the engine number. Conrail engines are now being ID'd using the PRR initials. No Conrail being mentioned at all.

But here is the good news, at NS's Kankakee West Yard, the blue and white "Conrail Kankakee West Yard, Gateway to the West" sign has been resurrected. The last time I was over this way, it was lying on its side having been knocked down by a truck or something. I figured it would never return as this was right before split up day. When I took a ride over there yesterday after getting off from my current RKA-01 assignment, there it was. I snapped a couple of shots of it right away in case it falls victim to the horse in the near future. It even still has the "Consolidated Rail Company property No Trespassing" sign below it. No signs of NS here, if you don't count the fact that YDKA-2 had the NS 5065 as its power yesterday and today.

I've also heard (haven't been able to validate it yet for certain) that the NS rulebook

will be put in service on the former Conrail lines sometime next month and NORAC will be abolished on former Conrail lines under NS ownership at the same time.

All of the block limit and block station signs on the Kankakee Secondary all remain in their Conrail image. No green with white lettering NS station signs have made an appearance yet. Whenever the NS rulebook takes effect, the block limit signs (yellow/red sign above the block station sign) will no longer be required. Also, the current NS rulebook has no section for Conrail block and interlocking signals, only N&W and Southern signals. Conrail uses speed signals while the N&W and Southern use route signals. For example, a yellow over green signal on Conrail is called "approach medium" and means "proceed approaching next signal at medium speed" (which is 30 mph).

On the former N&W and Southern, this same signal is an "approach diverging" whose definition is "proceed preparing to take diverging route beyond next signal at authorized speed." The authorized speed for a particular turnout is found in the special instructions of the timetable. On Conrail, unless otherwise instructed, the signal indication tells you the speed, slow (15 mph), medium (30 mph) or limited (40 mph freight, 45 passenger).

Conrail's signal system allowed an approach medium or approach limited to be used even if a train was not crossing over. This allowed trains to move faster as the line was more congested. All this signal says is to reduce to 30 mph (40 mph for the approach-limited signal) by the time you get to the next signal. It helps to space the trains out without having to use a stop and proceed signal and requiring operation at restricted speed. This is a carry over from NYC days.

Well now I just heard CHHE using his 69G symbol when he called the signal at Hays Interlocking in Highland. Like everything else, the crews will have to get used to the new symbols too. I guess we'll all need to

carry our Conrail to NS symbol conversion charts around for awhile.

One other note about the current NS rule book dated 15 December 1999; of all the NS owned and operated railroads listed in the front cover, there is no mention of Conrail or Pennsylvania Railroad LLC at all. However, the current NORAC book (7th Edition) dated 17 January 2000 no longer lists Conrail, but does list NS (not PRR LLC) and CSX (not NY LLC) as full members whereas they were not listed in previous editions. Again though, no mention of the Conrail name for the Shared Assets.

**CSXT TO LEASE MORE POWER:** CSXT will begin to take delivery of 50 lease units from First Union Rail later this month (Feb). First Union Rail currently has 64 SD40, SD40u, and SD40-2's accumulated at Alstom in Montreal, PQ for this program. The first pair has already been completed. Fresh from painting, the units are running tests inside the facility grounds. These units will be numbered in the 3000 series and will carry FURX reporting marks. The locomotives will be painted green and silver with black trim. The units will be upgraded similar to the Kansas City Southern 6600 series of former Canadian National units turned out early last year by Alstom.

*Via internet news group*

a GP-9, #35 (ex-Ashland Ry #35/CR7266. The second is GP-10 #8217, ex ICG unit and the third is a SW-7 #407, maybe an ex-P&PU. All are painted in ADM's gray scheme with diamond logos. Photo permission is not given but can be photographed from the Ill. Route 29 bridge to the east. South and across the Illinois River is the Creve Coeur facility with a GP-10 #8089, ex Eastern Illinois, ex-ICG. The facility is on Wesley Road, permission can be obtained to photograph and photos can be taken from Wesley Road.

On south of Peoria at Bartonville the Cargill Bulk Salt facility has an 80-ton Whitcomb #100. The unit can be spotted from highway #24 about 3 miles south of Peoria.

*Via The Short Line*

## **MRM to host Photo Weekend again**

The Monticello Railway Museums (Monticello IL) Photo Train weekend April 29 & 30 2000. This weekend we will run a freight train with our Wabash F7 1189 and the passenger train with Canadian National FPA46789. The freight train will be facing north Saturday and south on Sunday. The passenger train will face south on Saturday and north on Sunday. Saturday evening there will be a night photo section with Steve Barry of Railfan magazine. See the August 1999 railfan for photos of last year's weekend. If anyone wants more information e-mail me at urtx@net66.com with a address and I will send the information.

*From Arthur Purchase, Photo Train Chairman*

## **Peoria Area Power**

The Alter Recycling Company, located next to the Keystone Steel and Wire plant in Peoria, is a metal recycling plant that owns a NW-2 #607. The locomotive is painted a faded blue with white band but is not lettered. The plant is switched by the UP; security is tight and not easy to photograph.

The ADM plant, ADM-Growmark, is downtown and had 3 locomotives. One is

## **BNSF's Ice Cold Express meets its hot schedule with RoadRailers**

California's bountiful produce used to fill refrigerated boxcar after refrigerated boxcar and hot train after hot train over Santa Fe, Southern Pacific, Union Pacific's Overland Route, operated in conjunction with other carriers, and other lines. But decades ago railroads lost this time-sensitive perishable business to truckers.

With its Ice Cold Express RoadRailer trains, Burlington Northern Santa Fe sounds like it might be on its way to out-hustling trucks. Since June 1999 launch, BNSF's twice-weekly Ice Cold Express has tallied a 97-percent on-time performance record, the railroad announced this week.

It has done even better running Chicago-Los Angeles. "Westbound, the train has performed 100 percent on-time since June 11—despite snowstorms, mudslides, and a California earthquake," BNSF says.

The Ice Cold Express and its 53-foot RoadRailer trailers link Southern California, Chicago, and the Ohio Valley. Before its launch, the train was marketed as 70-hour service, which is competitive with single-driver trucks. But the trains have

outperformed expectations, averaging 58.8 hours between Chicago and Southern California. That's competitive with team-driven trucks.

"On-time service is imperative to the success of this new train service, but consistency is the key," says Mel Heard, manager of truckload marketing for BNSF's consumer products line. "The products moving in the Ice Cold Express have just been picked or produced and are ready for the grocery store shelves. An extra day in transit is an extra day off the shelf-life of the product."

BNSF currently operates two 65-unit trains once a week in each direction, but that will change in May. "Demand for the train service has been strong from the get-go," Heard says. Kroger Food Stores, S.C. Johnson Wax, Farley's Candy, and Avon Products are among the shippers to use the service.

"We've reached a point where demand has been so strong that in May, we plan to add a train in each direction to accommodate the surge we expect from the spring growing season," says Heard. "After that, we will be evaluating potential markets in which to introduce the Ice Cold Express service."

Two 65-unit trains per week—or even the second train in each direction—just scratches the surface of the California perishables business and the larger refrigerated goods market, a market that Amtrak is also trying to crack. But railroads have to start somewhere to regain business lost a generation ago.

*TRAINS On-Line, posted 3/1/00*

## **Saying Goodbye To Conrail-Style Alpha Symbols...**

When Norfolk Southern originally planned to implement the TYES computer system, a timeline was set for the discontinuance of the former Conrail-style alpha symbols. The timeline had changed from October to December and again to February 21.

Though the cutover to an all-NS system hadn't occurred today, the notice to do so

was received. Beginning at 08:00 ET on February 23, all dispatchers will begin using the full Norfolk Southern-style of symbols and reporting. These symbols will be a three-character symbol, followed by the service route code (i.e. C1, H1, etc.), and followed by the two-digit origin date code.

Dispatchers will notify and call all trains by their three-character symbol. It is not necessary to identify the train by the additional service route code or date code on the radio, unless two like symbols from different dates are operating. The full seven-digit code will be used on all paper-work and computer entries.

For all of the NS/Conrail alpha conversions, point your browser to <http://www.eastrailnews.com> and choose Train Symbol Lists from the menu at the bottom. Some schedules are now being posted, with more to follow as time permits. Via Kevin Burkholder, Eastern Railroad News On-Line Magazine, <http://www.eastrailnews.com>, 2/21/00

## **Ohio governor announces 10-year grade-crossing replacement plan**

CSX and Norfolk Southern drew the ire of many Ohio motorists last year after trains repeatedly blocked grade crossings. The worst of the congestion that caused the grade crossing tie-ups is over, but Gov. Bob Taft has announced a long-term solution to the problem—a 10-year, \$200 million plan to replace busy crossings with bridges.

The news was well-received in places like Fostoria, where far more trains now rumble through town on two CSX lines and the NS main line linking Cleveland and Fort Wayne.

The state will begin reviewing crossings this summer and plans to release a project list in the fall, according to the Toledo Blade. The program will rely on \$150 million in state funds, \$20 million in federal funds, \$10 million from local communities, and \$10 million from both CSX and NS.

## **Union Pacific to build mammoth Chicago intermodal terminal**

Union Pacific will spend \$192 million to build its eighth Chicago area intermodal terminal, the railroad announced on February 24. The Global III terminal, to be built in Maple Park, Ill., west of Chicago, will handle Pacific Rim international container business.

“This state-of-the-art facility will serve the growing international intermodal market, providing improved service reliability to our customers between the West Coast and Chicago,” said Dick Davidson, UP’s Chairman and CEO.

The 425-acre facility, near Interstate 88 between DeKalb and Aurora, will be built in several phases, as business requires. When completed, it will handle more than 500,000 intermodal units annually. To put that into perspective, UP’s existing Chicago terminals handled 1.1 million lifts in 1999.

The new terminal will be designed to help improve the quality of service for intermodal traffic as well as allow for future expansion capability. Phase I of the construction will include building:

- + Three tracks totaling 24,700 feet, with the capacity to handle 81 double-stack cars at a time.
- + Two 10,000 foot tracks for arriving and departing trains.
- + Five tracks totaling 47,200 feet with a capacity to stage 152 double-stack cars.
- + A paved area with 4925 parking spaces for trailers and containers awaiting pickup or delivery.

The facility will use the latest technology to enable trucks to move into and out of the facility in 15 to 20 minutes, compared to the national average of 45 minutes. A computer system will coordinate inbound and outbound truck traffic and all movement of railcars, trucks and trailers or containers in the terminal.

The project is part of the \$1.9 billion UP plans to spend in 2000 on capital projects.

*TRAINS On-Line, posted 3/1/00*

---



## Rossville Round- house Construction, Part II

Once again, thanks to member Jesse Bennett and the Rossville Historical Society for the use of these fine photos, including our cover image.

To the left, we see workmen busy during the construction of the coaling tower, which has no chutes on just yet. The sand tower is getting the attention of three workers. The ash pit is located just north of the coal and sand towers.



Right: It's later in 1913, and the new facilities are in operation after finding water for the pump station. The C&EI always had water at the junction, but years before they found it easier to lay a line and build a pump station down at Jordan Creek. At first it was a steam-driven pump, then changed over to electric operation when a power company built a transmission line alongside the right-of-way.

