

FIRST CLASS MAIL

"THE DANVILLE FLYER"

DANVILLE IL 61834-1013

P.O. BOX 1013

NATIONAL RAILWAY HISTORICAL SOCIETY

## DANVILLE JUNCTION CHAPTER



Monon "passenger" C-420 and train come off the street-running segment at Salem Street in Lafayette, IN.  
Photo by Wade Frasch, "The Hoosier Connection to the West Coast", circa July, 1967.

# 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.

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## Coming Events

### *March 18, 2001*

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 7, 2001*

Planned model railroad operating session at Rossville on Saturday beginning around 12:30 PM.

### *March 31 & April 1, 2001*

Annual Train Show at Lincoln Square Mall, Urbana, Illinois 10 AM to 6 PM on Saturday, 11 AM to 5 PM on Sunday, admission free.

### *April 22, 2001*

Monthly meeting of the Chapter. **Note the April meeting is being moved to the 4<sup>th</sup>**

## Sunday so as not to conflict with Easter.

### *April 28, 2001*

Champaign, IL - Illinois Traction Society 15<sup>th</sup> Annual Meet, Chancellor Hotel, South Neil Street.

### *May 12, 2001*

Danville, IL - Chicago and Eastern Illinois Historical Society meeting at Danville Area College, East Main St. 10:00 AM, tour of Johnstown America at 1:00 PM, meeting at 6:30 M and program there after.

***This could be your last issue, 2001 dues needed now***



### *June 19-24, 2001*

St. Louis, MO. - NRHS National Convention - Convention includes three steam trips, travel on Metro Link, the Museum of Transportation and a dinner river cruise.

## Next Meeting

The next chapter meeting will be March 18 at the Pizza Inn on Williams Street adjacent to CSX. Lunch will begin at 1:00 PM and the meeting should start around 2:00 PM. Program announced at the meeting. Please note the April meeting will be the fourth Sunday due to Easter.

We welcome new member Bill Vogt, Jr. Bill lives at 230 County Road 2575, Loudonville, OH. Bill's family roots go way back in the Danville area. His relatives owned Bill Vogt's Clothing and Gus Vogt had a market in southeast Danville. My dad was a

good friend with Bill Vogt and my grandfather bought all of their groceries at Gus Vogt's store, many years ago. Small world.

Operating Session – note the next session will be Saturday, April 7 beginning around 12:30. We usually have the sessions on the first Sunday, but in April that is the Urbana Show. The second Sunday is Palm Sunday, thus the move to Saturday. The last session will probably be the first Sunday in May. Once the museum opens we probably won't be having sessions due to public hours on Sunday.

The Urbana Train Show will be the end of the month and final arrangements for picking up material at the museum will be made. Spring is coming (we hope) and we need to get the museum ready for summer business. Cleanup inside and out will be scheduled for the month of May.

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## Amtrak Fond du Lac service on hold

According to the *Milwaukee Journal Sentinel*, Amtrak's proposed service to Fond du Lac, Wis., has been placed on hold. Service is not likely to start until late this year, railroad representatives told the newspaper this week.

Amtrak plans to extend its Milwaukee-to-Chicago *Hiawatha* train to Fond du Lac for one round trip daily, carrying express cargo as well as passengers. The train would leave Fond du Lac before 6 a.m. and return after 10 p.m.

But negotiations to use the Wisconsin Central Ltd. tracks for the service are on hold until Canadian National completes its purchase of Wisconsin Central, Amtrak spokesman Kevin Johnson said

*TRAINS - On Line*

Last Issue for some of you. 2001 dues should be to Allen by the end of the month

## Cincinnati Union Terminal (1960)

*By Wade Frasch, San Jose, CA*

During the summer of 1960 I was invited to visit a alumni of the Purdue Railroad Club, Jim Caldwell, who was working in Cincinnati. Getting there was easy. I boarded the James Whitcomb Riley in Lafayette on a Friday evening at 6:12 PM and arrived in Cincinnati at 10:55 PM. Jim met me at CUT and since the hour was late we went to his apartment for some zzz's.

The following morning we drove to the engine servicing facilities of CUT and proceeded to take pictures of the passenger locomotives used by the seven tenants of Cincinnati's beautiful 1933 depot. The morning rush of passenger trains had subsided as we did not witness any power move to or from the station platforms.

On this day all of the passenger engines were EMD locomotives; however, there was some variety. The Baltimore and Ohio had a quartet of Geeps in their handsome blue and gold colors. Most of them carried the "capital" emblem on the point of the long hood which was the forward end when coupled to a train. The Louisville and Nashville was represented by E-6's in two paint schemes. One was an A-B-A lash-up in the older colors of blue with an off white nose streaming back in three broad stripes with red pin striping. The top stripe ended at the cab window, the middle stripe ended halfway along the side, and the bottom stripe continued to the rear of the unit. The B unit only had the bottom stripe and the A units had an L & N emblem in a truncated conical shape below the "Mars" light. The other pair of E-6 A units were in a solid blue with a circular red L & N emblem. I appreciated the fact that they didn't mix paint schemes.

The Chesapeake and Ohio had a couple E-8's spotted elephant style at the terminal, but I do not know if they operated them that way or not. They were painted in the pleasing yellow, blue, silver stripes along the sides with the C & O emblem on the nose and under the cab. Those old rivals New York Central and Pennsylvania had some of their power spotted on adjacent

tracks. The Central had an A-B-A trio of E-7's coupled together while Pennsy E-8's were hidden on the next track. In another location a pair of Pennsylvania E-8's were spotted next to the sand towers. The New York Central engines carried the "lightning strip" gray and white colors with a red oval nose emblem, and the Pennsylvania engines were painted in the traditional maroon with gold pin striping along the sides with the keystone for a nose emblem. All of the Pennsy power had the inductive radio "rail" mounted on top.

Jim and I had almost finished taking pictures when a railroad employee asked us if we had permission to be at the engine terminal. When we said no he told us to be careful and walked away.

Since two of CUT's tenants, Norfolk and Western, and Southern, didn't have any power there at that time we decided to walk toward the station to get pictures of CUT's switchers. In addition to some EMD SW-8's, the CUT had some very unique locomotives. These were six Lima-Hamilton 750 HP switchers numbered 20-25; the only ones of that model built. No. 22 was idling at the edge of the engine terminal so we didn't get to witness the sound of that famous "tractor chug", but it is the only Lima-Hamilton locomotive I ever photographed so I have no complaints.

When we approached the station platforms on our tour I photographed a Nashville, Chattanooga, and St. Louis round end observation car in L & N blue and gold. On another track a C & O business car in yellow, blue, and silver was spotted for easy photography.

I had intended to photograph that famous rotunda, fountain and reflecting pool of Cincinnati Union Station, but I ran out of film. When we went inside we could not find a shop that sold slide film.

Since the evening was upon us we decided to enjoy another kind of railroad. A few miles up river was an amusement park called Riverview. Jim told me that in earlier times a paddle wheel riverboat operated between Cincinnati and the Riverview boat landing. Since we could not enjoy that pleasure a plan was devised to ride every roller coaster at the park. A couple that I remember was the "Big Dipper" and the

“Mouse”. One went up and down and the other went side to side around sharp curves. And I didn’t even lose my supper!

The return drive to Cincinnati concluded this August Saturday events.

Next time: Part II (Sunday events).

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## Grade crossing legislation proposed

U.S. Rep. John Dingell (D-Mich.) introduced Bill 432, the Railroad Crossing Delay Safety Assurance Act, into the House of Representatives, the Detroit Free Press reported. The bill would give state and local governments the authority to regulate blocked railroad crossings.

Dingell’s action came after a federal district judge declared unconstitutional a Michigan State law saying that a train could not block a grade crossing for more than 5 minutes. According to the judge’s decision, local governments would no longer be able to fine railroads for delaying traffic by blocking grade crossings.

Other states, such as Ohio, have similar laws prohibiting trains from blocking crossings and imposing heavy fines for those that do.

### TRAINS On-Line

*Editor: You may have read recently where our local representative has introduced a bill in the Illinois Legislature that would increase the fines in Illinois. The fines, much higher than the present ones, would increase as the length of time involved plus the number of times the railroad blocks a crossing. The problem there is no provision for elimination of crossings to help the railroads. Rules passed in Illinois around 1995 changed the criteria for closing a crossing and made it much more difficult to do same.*

## Illinois Terminal

This weekend (March 3 & 4) is the 45th anniversary of the last intercity trains on the Illinois Terminal. On Saturday, March 3, 1956, the IT’s final electrified passenger trains traveled from Springfield, IL to St. Louis and return. The regular train (one of the lead units of one of the ill-fated streamliners) was followed by a special train of heavyweight equipment sponsored by the Illini Railroad Club.

On Sunday, March 4, 1956, the wires were de-energized (IT’s freight trains had been dieselized by the time the passenger service finally dwindled to nothing), and some time later the wires came down.

I’m sorry I wasn’t around to experience the pleasure of riding the Illinois Terminal.

*From Jon Roma*

## Illinois Traction Society

**On April 28, 2001 the ITS will hold their 15<sup>th</sup> annual meet at the Chancellor Hotel, 1501S. Neil Street in Champaign, IL. The meeting date and location has been changed to the above so be sure to note this in your schedule.**

## RAILWORKS PROJECTS

RailWorks Corporation, a company comprised of rail industry service and product providers across North America, has announced that it has been successful on a variety of project bids totaling over \$100 million in future revenues. Including these new projects, RailWorks backlog has grown to a record level of approximately \$970 million. Presented below are summaries of the major projects included in the over \$100 million of new backlog:

As a subcontractor for Perini/Tutor Joint Venture, the Prime Contractor, RailWorks Transit will perform all of the electrical and mechanical work associated with the construction of the Airtrain Terminal at Jamaica Station to be located in Queens, New York. This station is to be used by the Port Authority of New York and New Jersey, Long Island Rail Road and New York City Transit (NYCT) and will ultimately provide passengers utilizing the JFK Airport Airtrain system with convenient connections to Long Island Railroad service, NYCT rail service and more than 40 local bus lines. RailWorks’ subcontract will cover the installation of the electrical, signal, communication, HVAC, plumbing, and fire protection systems to

be included in this facility and is subject to final negotiations.

In Vancouver, B.C., RailWorks PNR, in joint venture with SNC, has been awarded about 24 miles of linear induction motor and power rail installation on the Millennium Line Transit System. This work will begin immediately and is in addition to the trackwork that RailWorks PNR is currently installing on the Millennium Line.

In addition, RailWorks is a subcontractor to PCL Civil Contractors, the prime contractor for construction of the Central Platte Valley Light Rail Transit spur for the Denver Regional Transportation District. RailWorks will install 17,800 feet of ballasted track, four (4) rail crossings and six (6) turnouts. At the connection to the existing track, RailWorks will install four (4) turnouts and crossings while maintaining traffic on the existing line. The project will start in May 2001 and complete late first quarter (RailWorks via Randy Kotuby - posted 3/03)

*Editor: RailWorks Midwest was the contractor on the Lafayette Relocation projects. Over the past few years the company has been acquiring smaller contractors, such as Merit in the St. Louis area and Annex Railroad in the Indianapolis area. There are now some 12-15 companies in the RailWorks fold.*

## Virginia study tentatively backs NS double-tracking plan

Virginia should consider Norfolk Southern's proposal to fund double-tracking and other improvements to its former Norfolk & Western route through the Shenandoah Valley as an alternative to widening Interstate 81, according to a preliminary state study released last week.

"There are still many unanswered questions and issues to resolve," the study said. "But that should not deter further consideration" of the \$1.2 billion plan floated by NS. Adding an extra lane to the truck-clogged I-81 would cost \$3.3 billion, the Richmond Times-Dispatch reported.

NS has said that its route between Harrisburg, Pa., and Knoxville, Tenn., would relieve congestion on I-81 – and the need to widen the road – if the railroad were improved to make it a fast, highway-competitive route. *TRAINS OnLine*

*Editor: Last year Norfolk Southern proposed the above project. If the project goes this will be the first time that a rail route would be proposed as a relief route for vehicle traffic, an idea that is long overdue.*

## Bush Proposes \$571 Million for Amtrak

President George W. Bush's proposed federal budget will include almost \$60 billion in transportation spending, including \$571 million for Amtrak, Transportation Secretary Norman Mineta said on Tuesday. Mineta told reporters the budget proposal is an estimated \$59.6 billion, which is roughly \$2 billion more than the \$58 billion outlay for fiscal 2001, which ends next Sept. 30.

The president was to unveil his estimated \$1.9 trillion budget for fiscal 2002 in an address to Congress on Tuesday night. The proposed spending blueprint will be released on Wednesday and will be followed by a detailed administration budget plan this spring. While Bush was not expected to detail transportation programs in this week's budget proposal, some transportation figures are expected to be covered. Mineta said the White House plan also would call for almost \$571 million for Amtrak, the nation's federally funded passenger railroad. Amtrak is struggling to become operationally self sufficient — as required by law — by 2003. It received \$521 million in the current fiscal year. Financially troubled Amtrak sustained an operating loss of more than \$940 million in

2000, congressional testimony this month showed. The White House transportation spending plan might have included less money had the Bush administration succeeded in cutting aviation and Amtrak funding. A lobbying effort by Mineta and powerful transportation advocates in Congress is in getting the money put back in the White House budget proposal.

*Via RailPace*

## New St. Louis Amtrak Station

The St. Louis Post-Dispatch has reported that Amtrak and St. Louis, Missouri have agreed on a 20 year lease that will allow the passenger railroad to utilize the future \$29 million St. Louis Gateway Transportation Center. The facility will be constructed in the same approximate area as the current Amtrak station at 550 South 16th Street. The 20,000-square-foot transportation center will include an elevated train terminal, along with a Greyhound bus station and a taxi stand. Construction is expected to begin next year. In the future plans are to extend MetroLink to the transportation center.

*Via RailPace – 3/3*

## Where did you come from?

*By Art Altstadt*

The setting of this story is the late 1940's on the C&NW's high-speed double track main line north out of Chicago towards Milwaukee, Wisconsin and points beyond. There were many 90 -mph streamliners on this stretch, plus numerous Chicago to Waukegan suburban trains, (with a few trains running on to Kenosha, WI). At this intermediate terminal at Waukegan, just north of the north end of the station platform, there was this Duggan Street crossing, and immediately beyond was a slight curve to the right, which the double track mains and the yard leads took, and which in this curve, there was a mainline signal governing northward movements.

The "usual" operating procedure for suburban trains terminating here was, that after the passengers were unloaded, the equipment would move northward past this signal, and sufficient to clear the cross-over switches, enabling this equipment to back across the southbound main and into the small passenger coach yard, often on track 1 which was used often for the departure track for trains returning to Chicago. These moves usually entailed turning the engine, getting coal and water and re-coupling to the train they had just brought in.

The northbound freight trains leaving Waukegan for Kenosha, Racine and Milwaukee used to be noted for not being too alert to trains and engines seen occupying the main track at Duggan St. signal, as they "assumed" what they were seeing was just another suburban train stopped and getting ready to back across into the coach yard. Of course they consulted with the dispatcher for permission to come out of the yard to proceed north, being ever so cautious of any regular or extra speeders, and it was just as beholding to them to be aware of the occasional suburban train making the added leg on over to Kenosha, But there HAD been instances known to have happened where freight trains came out the north end of the yard (about a mile north of Duggan Street) almost in the face of one of these Kenosha

suburbans!

And that's what I was firing this summer day. A Chicago-Waukegan-Kenosha passenger train. We made the normal station stop at Waukegan, quickly departing for the little station stop at Zion, Illinois and into Kenosha. We noticed the 50 car freight train just beginning to depart on freight yard track No 2, immediately to our right, but paid little attention to him as obviously he planned to depart right behind us.

Suddenly it became obvious to us that he was already off of the yard lead, and just into fouling the southbound mains, also noting that the trainman was beginning to line the other switches leading him onto the very track we were approaching on, sauntering along as tho no one was even in the near area to them! My engineer, taking in this scene as I was, muttered something like.. "lookie that", closed the throttle, threw her into the big hole (emergency brake), and began a loud whistling-out-the-flag, and with the pops open, (as I had just put in a fire) plus great volumes of black smoke, we must've been a scary sight to this freight crew!

The first thing I recall is the freights emergency brakes going off, followed by the trainman lining the switches, breaking into a sprint away from the tracks that may have been a new speed record broken, and the fireman with the most startled look I've ever seen, first staring at us, then jumping up and out of sight, (probably diving out the engineers side).

We saw that we'd stop in plenty of time to avoid collision, and after stopped, my engineer and conductor had a rather hurried conversation with some members of the freight crew, which quickly recovered their air, and backed into the yard, whilst someone relined the main track switches. (The hurry of this was to specifically resume normalcy as Quick as possible to avoid the Chief Train Dispatcher getting curious of our delay) Any tardiness of passenger trains back in them years was tantamount to a federal case, at least. A curious delay to this sensitive freight train out of Waukegan at noon hour COULD have peaked the C. T. D. as well.

Well. . we got onto Kenosha only a shade

late, and cuz there was no passengers, I'd suspect our conductor fudged a little bit to the Kenosha telegrapher.

While my engineer said little *except* to warn me to say not a word, EVER, I subsequently concluded that this northbound guy, did see us at Duggan Street, had "assumed" we were just equipment fouling the mains and on conferring with the CTD office via line side phone at the north end, and establishing that there were no extra's and no streamliners due, just came on out, and bound for home as quick as can be. They were a crew from the "north end of the Wisconsin Divn" based out of the Milwaukee District of whom very few we knew, and never had the chance to talk with them. Just as well I guess !

*Utter silence can be an advantage.*

## Reno city council approves railroad trench

By a vote of 5-2, council members in Reno, Nev., approved a plan to construct a 2-mile trench through the middle of downtown for Union Pacific trains that pass through the city. The project would involve constructing temporary bypass tracks for UP trains while the trench is being dug. The project would eliminate 11 grade crossings, and allow UP trains to pass through town without the need for sounding the horn.

The city has already spent \$10 million dollars on studies and expects to spend \$4.6 million before construction bids are received in April, 2002. Once the bids are received, the council will determine whether or not the project can be financed from increases in sales taxes, hotel room taxes and other sources that would provide debt payments over the next 37 years. The project would be built in stages so that disruption in downtown Reno would occur for only 28 of the 48 months it will take to build the trench.

[\*Trains On-Line 3/1\*](#)

## Wheel Report

I managed to stumble onto the the first funky "northbound" ore move on the CNIC in Champaign today (2/19) as I waited in traffic on Springfield Ave. The X71471-16 raced overhead with 96 loads of imported ore, loaded in Mobile, Alabama, and headed to the Wheeling-Pittsburgh steel mill in Stuebenville, Ohio (via Matteson-EJE-Griffith-CN). Power was the CN 5645, 5778, and IC 6003 Apparently, there's a contract for 250,000 tons, so look for one of these trains every few days or so. Already a second hopper set is en route as the X71361-19, which departed Battle Creek, Mich. this morning and is heading south. *Via the Internet from Erik Coleman*

*From Bruce Bird* – March 3

Went out with the 3.2-foot shadow today to check out yet another line I had yet to explore.

We stopped by Hammer's in Springfield and then aimed for Roodhouse along the Gateway Western. Got close to Waverly and heard the BNSF perk up with a westbound so went to go search it out. Imagine my surprise when I found it going east through Waverly! A view of the big picture and it makes sense, but it still took awhile for me to get used to it. The dispatcher routed them into Lower with a meet with an empty coal train. This is all DTC territory with hand-thrown switches so the westbound kept to the main and pulled up to the west switch (at the east end of the siding) and the brakie threw the switch so the eastbound could head in. Did I mention the power on this grain extra? A matched set of three green SD40-2s with nary a BNSF logo anywhere-shades of the '80s!

Shortly the eastbound approached with a pair of SD70MACs in each of the BNSF schemes with a variety of BNSF hoppers and gons. Some of the gons were the ones with the boxcar red ends and the fixins for electric brakes, but most of the connections weren't even coupled up. After rolling through the siding at a blistering 5 MPH the DS allowed them to leave the east end switch (at the west end) thrown open and we were off headed east,

er....north by west. Caught them again at Waverly, Franklin, Pisgah, and J-ville. Heard another meet set up with a set of loads at Concord so we ran around J-ville and headed for Concord. We arrived a bit late so we went on up to Arenzville to check out the descent into the Illinois River Valley.

Great shots both ways from the county highway overpass and the drainage district has cut down the cottonwoods along the river here so the BNSF bridge over the stream here is now opened up for morning shots. We turned and headed for home.

Other than the throw-back power, the other interesting thing was that the grain loads and the coal MTYs both had female conductors. Interesting and strange listening to two women chatter back and forth on my railfan scanner!

**CSX Intermodal** - Beginning March 5, CSX's automotive, merchandise and intermodal businesses all will benefit from a new service linking three transcontinental gateways (Kansas City, St. Louis and Memphis) and the mid-Atlantic with fast, reliable service. In particular, the intermodal service will be the fastest in the industry and should move as many as 15,000 additional loads of business off of the highways to CSXI. "This service will benefit both domestic and international customers by providing excellent service and consistency," said Clarence Gooden, CSXI president. "For example, an international load leaving St. Louis Monday night can be in Baltimore or Portsmouth and on a ship headed for Europe on Thursday." .. The seven-day-a-week service will also carry merchandise and automotive blocks, thus providing intermodal-like service for those important businesses. "If we can make sure that intermodal trains are not slowed in the process," said Frank Pursley, senior vice president service design, "it makes sense to add blocks of other business to intermodal trains to increase train utilization and customer satisfaction.

The key is not to affect the



intermodal service." The new service also will enable CSX to expand its rapidly growing NAFTA Express business by moving freight to and from Mexico via interchange with the Kansas City Southern in Kansas City. (CSXT Midweek Report 3/4/01)

**Wabash Historical Society Meeting** – From Dave Sherrill comes word that the WRHS is planning a fall meeting in Lafayette, probably in September. Good time for them to meet considering the track will be gone from through town and construction will be underway for reconstruction of the area. We would expect part of the meeting to be at the depot but we will forward details when received from Dave or Randy.

## Railroad Projects

### *CSX Transportation*

The contract with CSX Transportation finally arrived after 10 months of meetings and phone calls. URS is one of 5 firms that will provide services to the Design and Construction department over the entire system.

Our first assignment is a section from Harper's Ferry to west of Martinsburg, WV. The project actually involves Weverton, MD to West Combo, WV, a 30-mile segment. The existing section is double track with automatic block. The project will add control points, remove some control points and add a third track in the Martinsburg area. CTC will be added to the entire line. Funding is through the FRA and is to add capacity to the line for MARC trains.

We are completing the feasibility study and a final acceptance meeting with the operating department, signal department, D&C, and URS will be held in Baltimore on March 20. After preparing the estimate for Phase I design we should get the go ahead to start design work. Two stations are involved, Duffields and Martinsburg, with some MARC facilities at Martinsburg. The alignment on this section is mostly curves with very little tangent. The 4 plus mile control siding will allow additional freight movements in the Martinsburg area.

A second project assigned, but not acted on yet, is a 25-mile segment west of Sand Patch. This involves new signals and control points and we may provide construction management services starting in April.

Recently our CSX account coordinator and I spent time traveling to Atlanta, Richmond and Cincinnati talking with the projects engineers in those offices. They plan to use some or all of the firms and we will be getting our other URS offices involved in various cities. For the next few months it looks like there will be more flight time out of the area.

Other CSX projects are winding down or still on hold. The Walbridge connection project is still on hold pending public comments. A project in Casky, KY is also on hold pending funding.

### *Norfolk Southern*

A recent visit to Atlanta found the bridge office interested in using our Atlanta office for assistance. I am in the process of setting up a work plan and will be making several trips to the city to establish work there.

A new project starting up soon involve grade separations at Burns Harbor, Schererville on US 41 and a new bridge over NS and EJ&E in Dyer. Other work continues on projects in Indiana and Ohio. Archbold will be finished soon with track construction to start by the time you read this.

The Keystone Buildout Project in Saltsburg, PA is in the final design stages with property finally acquired. Due to a big project involving design of I-74 in Peoria, the project manager of the NS project has had to turn over most of the PA project to me for assistance. NS still hopes to get to the construction phase by this fall but permitting may delay the start-up date. Filing with the STB will come soon. Subcontractors have started getting soil borings in the area so bridge and embankment design can be finalized. As you may know, NS has cut back on projects for 2001 and this is the largest project they will have this year (besides finishing up Austell, GA intermodal facility).

## Conrail

We have some pipe projects plus an overhead bridge, a new entrance into a Ford plant and finishing trackwork to a Chrysler plant this spring in the Detroit area.

### Roadway Worker Training

A few years back the FRA implemented new rules for railroad employee, and contractors working for railroads, that would provide safe protection against getting hit by moving trains or equipment. Each year all of us take an annual training course. Both myself and one of our employees in Columbus has been trained to train our employees under FRA C214.

This year we have started training contractors that work for Quest Communications. Over the past month we have gotten very busy traveling around the country training contractor employees. Fortunately I have not been involved in the travels but do get involved in talking to the contractors and getting a contract setup. We train for NS and CSX so most of our work is here in the east, however, many contractors work in this area and thus travel to Texas and Oklahoma is not uncommon.

Looks like another busy year.

Rick S.

## Steam in the Midwestern States

Lots of activity is expected in this area this year. The former **Frisco 48-2 #1522** is expected to get the mainline steam season off to an impressive start this year by pulling the BNSF's 2001 edition of their annual Employees Appreciation Special, which will start in Kansas City in mid-May and continue to Wichita, Oklahoma City, Fort Worth and Houston and many other points before ending at Tulsa in mid June. The full schedule should be issued by the railroad by April. After the EAS, #1522 will return to St Louis where it is scheduled to run two excursions for the 2001 National Convention of the National Railway Historical Society: Thursday, 21 June to Hannibal MO and Saturday, 23 June to

### Monticello Railway Museum events coming up:

**Throttle Time: April 21/22, 28/29**

**School Days: May 1, 3**

**Throw Momma ON the train: May 12/13**

**Father's Day Bluegrass: June 16/17**

**Fireworks Train: July 3 at 8:00 PM**

Newburg MO.

**Union Pacific #3985** is reported to be traveling to St Louis for the convention, to run an excursion from St Louis to Gorham IL on Tuesday, 19 June. The #3985's itinerary from Cheyenne to St Louis and return has not yet been finalized by the railroad. Frisco #1522 and UP #3985 will probably be the only two mainline steam locomotives operating at the NRHS convention. The Milwaukee Road #261 and the Cotton Belt #819, two engines that would add considerable interest to the convention, are not likely to appear.

**The Saga of #261:** The former Milwaukee Road S-3 4-84 will start its 2001 excursion season in its home state Minnesota with excursions over BNSF from Minneapolis to Willmar on Saturday, June 2nd and on Sunday, June 3rd, Minneapolis to St Cloud. For tickets and detailed information, write to the trip sponsors, Friends of the 261, 4322 Lake Point Court, Shoreview MN 55126. North Star Rail, the operators of #261, report that the St Louis Chapter of the NRHS has given a definite NO to their request to run a revenue excursion during the convention, revenue North Star would need to help pay the costs of #261's trip to St Louis and back to Minneapolis. Therefore, #261 will probably not be going to St Louis, even though North Star would love to make the trip. But BNSF will not sponsor #261's appearance because it is already being officially represented by the Frisco #1522. Still, BNSF would permit North Star to make the trip if they could cover all their own expenses.

There are several #261 excursions being planned to run in the upper Midwest this

summer. We will cover them here as soon as they're announced. If you want immediate notification of these trips, send \$25 to the Friends of the 261 and become a member.

**More Good News for 765 Fans:** The Ft Wayne Raikoad Historical Society is proceeding with the first phase of the overhaul work on former Nickel Plate Road 2-84 #765 - the disassembly of the locomotive. Contract negotiations with the State of Indiana Highway Department, the state level organization that will administer ThA-21 grant money in this case, are almost complete. The meetings with the state have gone well and all the appropriate paperwork has been submitted and approved.

If everything continues to go smoothly, the locomotive should be up and running again in 2002. Much of the repair and rework needed, such as repairs on the running gear and the boiler work required under CFR 230, will be farmed out to shops with the appropriate expertise. Much of the remaining work will be done by Fort Wayne volunteers in #765's home shop in the Casad Industrial Park, just east of Fort Wayne. It's too early to know for sure, but the Fort Wayne crew is shooting for having #765 back on the road by the spring of 2002. (From Rich Melvin)

**In Indiana the Indiana Transportation Museum** at Noblesville will be operating NKP #587 this summer over local shortlines out of Indianapolis. In addition, the locomotive will run into Indianapolis during the State Fair in August.

**The Tennessee Valley Railroad Museum** will operate #610 on the Chattooga and Chickamauga Railroad this summer. This is a former Central of Georgia line that features a 95-mile round trip. Schedule is posted on their web site at [www.chattanooga.net/rail/index/html](http://www.chattanooga.net/rail/index/html)

**Steamtown National Historic Site** will be running #2317 and #3254 again this year to Moscow. No visiting locomotives are expected this year.

*By Don Clark, via the Dayton Ties and Tracks*