

# 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 \$12.00 for Chapter membership in addition to \$17.00 for NRHS membership. Meetings are held on the third (3rd) Thursday of each month (except July, August and December) at the Cooke Business Forms, N. Vermilion Street, next to the Central Illinois Bank, Danville, Il. beginning at 7:30 PM Central Time.

## OFFICERS FOR 1997 - Our 29th Year

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Cooke Business Forms, Inc.

John Cooke Sr., Honorary Member

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## COMING EVENTS

### *March 20, 1997*

Monthly meeting beginning at 7:30 PM at Cooke Business Products, 2500 N. Vermilion St in Danville.

### *April 5 & 6, 1997*

Model Train Show and Swap Meet - Lincoln Square Mall, Urbana, IL 10-6 on Saturday, 11-5 on Sunday.

### *April 19, 1997*

Watseka, IL - C&EI HS Annual Meeting at Watseka Depot. Meeting, swap tables, displays, dedication of museum room and annual meeting.

### *April 20, 1997*

Peoria, IL - Train Fair at Illinois Central College, Rt 116 & 24, 11 - 3, \$2.

## *June 25-29, 1997*

NRHS Convention, Salt Lake City, Utah.

## Last Issue

For those that haven't paid your 1997 dues, this is the last issue of the Danville Flyer that you will receive. To keep on the mailing list send your dues with the renewal statement to our treasurer, Allen Cooke. Send now and don't miss a single issue of a great newsletter.

## Next Meeting

The next meeting will be March 20, 1997 at Cooke Business Products, 2500 N. Vermilion Street, Danville, Illinois. Business meeting will begin at 7:30 PM with the program starting around 8:15 PM.

Business will include the upcoming model train show at Lincoln Square Mall in Urbana. The chapter will have the usual sales tables and help is needed both days. Be sure to come and bring your check book - buy some trains or railroadiana at Central Illinois best train show. This month's program will be by Rick Schroeder, part of last month's Conrail plus assortment.....

Spring will be here soon and we look forward to another season at the Rossville Museum. Come visit Bob and Rick and check out the changes on the layout.



## Conrail and Illinois Central - SouthRunner Service

PHILADELPHIA, February 20, 1997-- Conrail, with Illinois Central Railroad, today announced the start of SouthRunner, a direct intermodal service linking Memphis and other Midsouth points with major US markets in the Northeast and Midwest. The new steel-wheel service, which begins on February 26, will offer shippers transit times up to one full day faster than existing intermodal competition between many of these points.

In today's global market, shippers require a constant flow of new and smarter ways to manage their supply chains, and SouthRunner stands as yet another example of how Conrail is listening closely to those needs and reaching beyond traditional geographic and operational borders to deliver stronger service options between the Midsouth and the Northeast," said Cynthia A. Archer, Conrail Senior Vice President, Intermodal. "We are excited to be working closely with our innovative partners at Illinois Central, and have designed SouthRunner to deliver premier operational performance as well as easy-to-use customer services."

While Conrail and Illinois Central will market the service jointly, through rates will be provided by Conrail. Shippers will be able to handle all other shipment transactions, including orders, status, advanced pre-notification of arrivals and payment with either of the two railroads, using EDI or via conventional methods.

"Together, we have joined two major marketplaces, the Northeast and the Midsouth, in a steel-wheel, seamless service over St. Louis that significantly enhances shippers' options," said Howard L. Vaughters, Illinois Central Vice President- Consumer Products. "We are delighted to partner with Conrail in forging this intermodal relationship."

*Conrail Press Release via Internet*

## NKP 587 to Steam Again

On February 25 the FRA certified NKP 587 at the Monticello Railway Museum. The locomotive, owned by the museum in Noblesville, Indiana, has resided at the MRM for 2 years waiting for funds to make the necessary repairs to steam again for railfans.

That day is closer, especially with the FRA certification. Plans are now being made to steam up in May to operate several trips at Monticello before the locomotive returns to Noblesville. The locomotive will operate the first four weekends in May. Trips will start at 12 Noon and run every hour from Nelson's Crossing Depot, located near Interstate 72 just off exit 166. Five trips are planned for each day and extras will be run if the crowds are there. Cost will be \$7 for adults and \$4 for children.

Extra coaches will be added to the consist. The Illinois Central business car, owned by MRM and DJC member, Brian Higgins, will bring up the rear of the consist. Make your plans now to visit the museum in May and ride behind steam. Hopefully the trains will be full all four weekends as the funds will be used to help in the repair costs of the locomotive and assist the MRM in their fund raising efforts.

## Michigan Update

**Huron & Eastern:** The proposed sale of CSX's Port Huron Subdivision, 50 miles from Saginaw to Brown City, has fallen through. In late October, CSX returned RailAmerica's down payment check. A lawsuit, opposing the transfer, filed by the largest shipper in the line has nixed the deal. CSX has apparently decided not to fight the suit. This raises the question regarding the use of the two F7A's brought in from RailAmerica's Dakota Rail line. The units were to be used in Saginaw-Brown City service. Both units are still being worked on at HESR's Bad Axe shops. It appears the units may be shipped to one of RailAmerica's other properties.

Meanwhile, some new seasonal business has developed for the Huron & Eastern. For the first time in more than 25 years, sugar beets are once again moving by rail in Michigan. In cooperation with Monitor Sugar Co. of Bay City, HESR has leased 106 open top, high sided hopper cars for movement of sugar beets from Deckerville, 24 miles southeast of Bad Axe, to Saginaw. The total rail movement is about 88 miles. At Saginaw, the beets are off loaded into trucks for the short trip up I-75 to Bay City. If this

year's operation is successful, next year the beets may move all the way to Bay City by rail, which would involve HESR's handing off the cars to the Central Michigan at their Harger interchange for the final few miles into Bay City.

In an unusual turn of events, HESR has leased GT 4428, a GP9, from the Saginaw Valley Railroad Museum located in Saginaw, MI. HESR, in need of additional power due to the new sugar beet business, leased the 4428 for 180 days. Museum personnel had earlier replaced the prime mover, but the unit needed traction motor work. HESR agreed to repair the defective traction motor in return for the use of the unit. The 4428 was an early GP9 delivered to the Grand Trunk in 1954 as #1752. The GT retired the unit in 1991 and it was donated to the museum in 1993.

**Tuscola & Saginaw Bay:** Over the Nov. 9-10 weekend, TSBY ran passenger extras from Howell to Mt. Pleasant. The trips were sponsored by a new brew pub restaurant in Mt. Pleasant which has opened in the former Ann Arbor passenger station. A side trip to the large Indian run gambling casino in Mt. Pleasant was included as an optional side trip. For area Mt. Pleasant residents, the train continued on to Cadillac and returned while the

first group of passengers was dining and/or gambling. TSBY GP35's 385-394 provided the power for the train consisting of cars from the NRHS, Bluewater Chapter fleet. It was reported that many passengers were unhappy with the unheated cars on the rather brisk weekend. It remains to be seen whether similar excursions will be tried next Spring when warm weather returns to Michigan.

**Michigan Southern:** A recent visit to this road which connects with Conrail at White Pigeon and runs east to Sturgis and Coldwater, found leased Ludington & Northern SW8 #16 as road power. At the engine house in White Pigeon were Rs-2 #466 (ex TSBY, nee D&M) inside and ALCO 5-1 #78 outside.

**West Michigan:** In late October, RS-3 #203 was still sitting at Paw Paw. It did not appear to have run in some time. This is the former West Jersey #7803. The engine is located only a half-mile north of the 1-94 exit at Paw Paw.

**CSX:** There are hundreds of good places to photograph CSX in Michigan. However, if any of you should be traveling in southwest Michigan, along the 1-94 corridor, you might consider a brief detour to St. Joseph. The former C & O passenger station, now used as a restaurant and as a shelter for patrons of AMTRAK's Pere Marquette train to Grand Rapids from Chicago, forms an excellent prop for trains coming off the swing bridge over the St. Joseph River. The bridge is manned and there is ample talk between the dispatcher and trains with the bridge operator. In addition to CSX through trains from and to Chicago and Grand Rapids, local D-700 frequents St. Joe in the afternoons, as well as numerous CP run through trains from Detroit to Chicago. CSX's new "Iron Highway," (*Ed, now out of service*) the experimental short distance intermodal train for the Detroit-Chicago market also travels the route. There is parking at the station and I would consider this a very safe, secure area. Give it a try!

*By William T. Clynes, via The Mainline*

## Norfolk Southern's Planned 1997 Capital Spending

NORFOLK, VA — Norfolk Southern Corporation plans to spend \$792 million on capital improvements in 1997, David R. Goode, chairman, president and chief executive officer, announced today. This compares with \$708 million planned for 1996.

"Our projected 1997 capital spending includes more than \$100 million for equipment and facilities for an automotive mixing center network we are developing under a 12-year contract with Ford Motor Company," Goode said. "Excluding this major project, our capital spending is actually less than that budgeted for 1996. It continues to reflect our commitment to the highest levels of safety, service and efficiency."

Of the \$792 million, \$240 million is budgeted for the railway's rail, crosstie, ballast and bridge replacement programs; \$144 million for locomotive projects, including new six-axle, high-adhesion locomotives; \$95 million to rebuild or purchase new freight cars, including 324 multi-level automobile racks, 157 high-cubic capacity boxcars for automotive parts and 112 aluminum canstock cars; and \$11 million for projects at North American Van Lines, Inc.

Other major features of the railroad budget include the initial phase of the following multi-year projects:

- \$39 million for computer hardware and software projects.
- \$33 million to upgrade and standardize train dispatching systems.
- \$28 million to replace and upgrade bridges and trestles.
- \$21 million to eliminate pole lines system-wide and replace them with electronic track circuits and data radios.

*Norfolk Southern Corporation, <http://www.nscorp.com/>*

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## WFEC Coal Contract for UP and KCS

OMAHA, February 13, 1997 - Union Pacific and two other railroads today announced they have been awarded a contract to haul Wyoming's Powder River Basin coal to the Western Farmers Electric Cooperative generation facility near Ft. Towson, Oklahoma.

The UP will deliver to the Kansas City Southern at Kansas City. The KCS will in turn deliver to the Texas, Oklahoma and Eastern, a shorline railroad.

The TO&E will be able to serve the facility from Valliant, Oklahoma over a 14-mile spur WFEC expects to have com-

pleted in April.

WFEC produces electricity for 19 member distribution co-ops in Southern Oklahoma, plus Altus Air Force Base and some municipal customers.

Union Pacific Railroad operates over 31,000 miles of track serving 23 states in the western two-thirds of the United States. KCS is a Class 1 railroad with operations in 11 central and southeastern states. It currently provides coal transportation for eight utility plants in Arkansas, Missouri, Kansas, Oklahoma, Texas and Louisiana.

*UP News Release via Internet*

## **Changing the Guard at Soldier Summit**

*By Idaho member Michael Vice*

Late in the evening on November 2, 1996, a good friend from DeSoto, Illinois met me in Provo, Utah for our planned two day adventure at Soldier Summit, where the Denver & Rio Grande

Western line crosses the Wasatch Mountains. We had been there before in March of 1994, and I had made a solo trip in September of 1993.

The title of this article has to do with the way that the faces of the railroads using Soldier Summit have changed over the years. By the time I first came here in 1993, the Rio Grande was already under control of the SP. However, the face of D&RGW was a dominant force with the SP being short of power and money. Even today, most of the helper units are still the Rio tunnel motors. But, they are rapidly disappearing as several have been painted over into SP speed lettering, while still retaining their Rio numbers. I recall from my first two visits seeing solid lash-ups of D&RGW four axle GP30s and GP35s struggling to conquer the steep grades of the Wasatch Mountains.

There have been several articles written about Soldier Summit, so I won't go into the details, but instead refer you to the articles and will just give a brief preview. The town of Helper is the eastern extension of this mountain pass and is located at MP 626. Moving west on the line, the next most significant location is Utah Jct at MP 628.8 and is where the Utah Railway enters the mainline for its' move west to Provo. Continuing west is Castle Gate at MP 630.4 and the beginning of the 8.5 mile, 2.4% grade to Kyune (MP 638.9). This is probably one of the most exciting sections of the line as westbound trains struggle the long, steep grade, rarely exceeding 12 mph. On the way toward Kyune, there are two tunnels. The first being the Nolan tunnel at MP 636.1, and the second being the Kyune tunnel at MP 638.7. After occupying Kyune, the grade gentles off to a mere

1.1% the remaining 12.5 miles to Summit (MP 651.4). This is where all trains with mid-train and/or end-of-train helpers stop to be resectioned. Shortly after departing west from Summit, trains encounter the switchbacks of the Gilluly loops and the steepest section on the west side with its' 2.0% grade. After Gilluly, at the bottom of the loops, at MP 661 the grades again taper off as trains proceed past Narrows and Rio. The Thistle tunnel, located at MP 681, is the only tunnel on the west side of the summit. After Thistle the grades again taper off as traffic moves past Castilla, Gomex, and on into Springville and Provo. Most of the 70 mile run from Helper to Springville is adjacent to US Hwy 6 and has numerous locations for photo opportunities.

Now, with UP's merger of the SP on September 12th, a new face has taken over the mountain. In this time of mega mergers and new trackage rights, the mighty Wasatch is being invaded by somenever seen newcomers. The Utah Railway is still a dominant force on these grades, and will probably remain a strong player with some of their new coal contracts and the ever increasing demand for low sulphur coal. However, if you venture to read the notes below from sightings over a two day period, you will see that the guard has changed.

### ***NOVEMBER 3, 1996***

- Utah Railway had an eastbound train returning to the Utah Junction with SD40M 9009, F45 9013, SD45 (former Santa Fe unit, now owned by MKM) 9532, and SD40M 9007 with IPPX hoppers for the Intermountain Power Project.

- Westbound MNGVC (Minnesota to Geneva, unit coal/taconite) was east of Castle Gate, near the Price River rail bridge and east of Utah Jct, and had SP CW4400ACs 334 & 185 with mid-train helpers 207 & 113, and end-of-train helper 257. The hoppers had AAR reporting marks IATR for the Iowa Traction Railroad Company, CTRN for the Central of Tennessee Railway and Navigation Co, as well as Rio, BN, CSX, and DJJX for the David J Joseph Company. The

detector at MP 647.5, between Colton (MP 644.4) and Soldier Summit (MP 651.4) recorded 7 mph and no defects. The train was shot at various locations between Helper and Soldier Summit.

- Eastbound BN mixed freight with SD40-2s 7037 and 7160 at the Nolan tunnel, MP 636.1. This tunnel is 409 feet in length on the westbound track and 351 feet in length on the eastbound track. It is the furthest east tunnel of the three tunnels between Helper (MP 626.4) and Provo (MP 700.8), and is 2.6 miles east of the Kyune tunnel.

- Eastbound empty coal at Soldier Summit with SP CW4400ACs 269, 328, & 201. The train was shot at the summit and the Kyune tunnel.

- Westbound hotshot with auto racks and TOFCs/COFCs. Units were SP SD45T-2 9333, SP SD45R 7524, and SSW GP60 9635. According to Andrew Toppin's web site of railroad rosters for the UP at <http://www.wpi.edu/~elmer/rail/major/up.html>, SP's 105 SD45T-2s are slated to become UP 4893-4997, while the 191 GP60s will become UP 5700-5893. The SD45s will be eliminated from the roster.

- Eastbound mixed freight heading upgrade toward Soldier Summit with SP units SD40T-2 8491, SD45R 7507 (heavily sooted and almost unreadable), SD40T-2 8548, and SD40R 7331. The helper units were SP SD50 5511 in Speed lettering, Rio SD50 5505, and Rio SD40T-2 5400. According to Andrew Toppin's web site of railroad rosters for the UP, SP's 230 SD40T-2s 8230-8573 will be renumbered to UP 4370-4599. The 82 SD40Rs, numbered 7300-7385, and the 123 SD45Rs, numbered 7400-7666, are scheduled to be eliminated. The 17 SD50s, numbered 5501-5517, are slated to be renumbered to UP 5095-5111, and the 68 Rio SD40T-2s, numbered 5341-5413, will become UP 4000-4067.

- Westbound mixed freight was caught at Soldier Summit and again at the bottom of Gilluly with SP SD45Rs 7540 and 7557 (Speed lettering), and Conrail C39-8 6007. The helper units were Rio SD50s 5515 and 5507 (to become UP 5109 and

5099, respectively).

- Shots of the GRS westbound signals at Detour, MP 665.6, as well as the westward movement of helper units Rio SD40T-2 5400, Rio SD50 5505, and SP SD50 5511.

### ***NOVEMBER 4, 1996***

- Sitting in Helper, UT was a westbound coal train with SP CW4400ACs 352, 225, and 246 with AEX high side gondolas for The Andersons. Also noted in Helper were some green woodchip cars with NRLX reporting marks for Norrail Inc.

- Eastbound intermodal train approaching Soldier Summit with D&RGW SD40T-2s 5341 and 5383 (which will eventually become UP 4000 and 4042, respectively), and SP SD50 5510 in Speed lettering and extremely sooted (which will become UP 5104). The cargo consisted of COFCs and TOFCs.

- Eastbound mixed freight, RVASM (Roseville, CA to Alton & Southern in East St Louis, Manifest), was caught at Soldier Summit, the Kyune tunnel, and the Nolan tunnel with UP SD90MAC 8063 in "We Will Deliver" scheme, CNW CW44-9 8601 (which will eventually become UP 9665), and UP C40-8 9133. The helper units were Rio SD50s 5502, 5507, and 5515 (which will someday become UP 5096, 5101, and 5109, respectively).

- Westbound ballast train and crew were working from Helper toward Soldier Summit with D&RGW SD40T-2 5363 (to become UP 4022). The power was shot near Castle Gate.

- Westbound Utah loaded coal was caught waiting to enter the mainline at Utah Junction, MP 628.8, and was followed to the bottom of Gilluly, MP 661.0 (west of Soldier Summit). The lead units were SD40M 9004, SD45M 9012, and SD40Ms 9008 and 9002. The mid-train helpers were SD40Ms 9001 and 9003, ex-Santa Fe SD45 with MK #9541, and Utah SD40Ms 9011 and 9010. The coal hoppers had AAR reporting marks IPPX for the Intermountain Power Project.

- Eastbound empty coal with SP

CW4400ACs 257, 113, 185, and 334 was caught emerging from the Kyune tunnel. The coal hoppers had AAR reporting marks CTRN for the Central of Tennessee Railway and Navigation Company.

- Eastbound mixed freight with SP SD40T-2 8327 (UP 4467), SD45R 7431 (to be eliminated), and SP SD45T-2s 9337 and 9365 (UP class 4893 to 4997). The helper units were Rio SD50s 5502, 5507, and 5515. The train was caught at the bottom of Gilluly and the Kyune tunnel. The helpers were later caught at the Kyune tunnel.

- Eastbound empty Utah coal with SD40M 9009, F45M 9013, and SD40Ms 9006 and 9007. The coal hoppers were mixed with AAR reporting marks for GCCX, CTRN, BN, Rio, UP, CNW, and MP (HMJX).

- Eastbound mixed freight with auto racks. The units were SP SD40T-2 8301 in Speed lettering (UP 4441), SD45T-2 9366, EMD GP38-2 839 (ex-Conrail unit), and SP GP60 9602 (UP 5702).

I know that Soldier Summit is a bit of a drive from those of you in the Illinois and Indiana area, but the invitation is always open to any of you who would like a tour guide. So, if anyone ever has plans to be in the area, please give me a call.

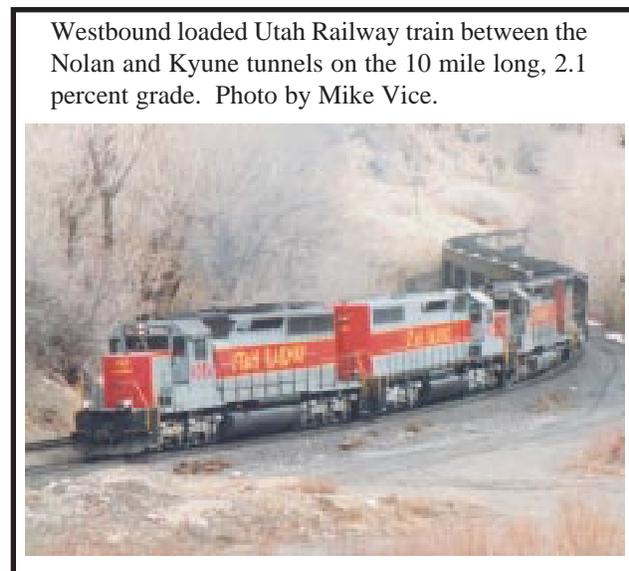
## **The Split Up of Conrail**

By the time you read this most of you will know that the ax fell on Conrail. As you remember, last year Conrail and CSX announced merger. NS followed with court challenges and finally the vote came to not allow CSX to buy additional stock. The vote against the merger was a blow to Mr. LaVan, CEO of Conrail, who had hoped to align his railroad with CSX and not allow NS in to the north-east. After the vote, the Surface Transportation Board stated that the railroads should meet and discuss access to the northeast. The STB said that one railroad would not control New York and the northeast.

NS wrote a letter ( published last month) and invited all parties to meet and discuss a solution. It now comes out that Mr. Snow of CSX wrote a note to LaVan which said basically the merger was over and the cutting up of Conrail would begin. The result of the 6 week meetings, announced on March 4, is as follows:

### ***CSX will get.....***

The St. Louis Line and Indianapolis Line from St. Louis to Cleveland; the Water Level Route from Cleveland to Buffalo, Albany and down to New York. They will get the line to Boston and all lines in that state. They get the line to Montreal, Canada. CSX will get the Kankakee Secondary, the Toledo and Scottsblaw Secondary's out of Columbus, the Columbus Line toward Cleveland and a line between Harrisburg and Philadelphia. They will get the branch lines out of Indianapolis and Terre Haute and the line to Danville, IL along with the Danville "cluster".



## *NS will get.....*

The ex-PRR from Harrisburg to Pittsburgh and up to Cleveland; the Chicago Line from Cleveland to Chicago; all lines in Michigan; the ex-PRR from Alliance, Ohio to Ft. Wayne; the West Virginia Secondary from Columbus to the coal fields; the Cincinnati line from Columbus to the Queen City; the line to Hagerstown; lines to Baltimore and south and lines from Harrisburg into New Jersey and New York; the "Southern Tier" of the ex-NYC; the lines north out of Harrisburg to Buffalo; the lines around Akron; the line north from Anderson, Indiana and the line up to Ashtabula from Akron. NS will get about 60 percent of the Conrail route miles. The map indicates that they will get the Indiana Harbor Belt, but this has not been confirmed.

Joint areas will be the coal fields south of Pittsburgh (ex-Mon lines), lines between Philadelphia and New York and all lines in New Jersey and lines around Detroit to the auto plants.

When you look at the map, the "X" that makes up Conrail (Cleveland in the center of the X) has CSX taking one leg and NS taking the other. CSX will get the fast haul out of St. Louis to the east coast. NS will get the fast haul out of Chicago to the east coast. What will happen to the parallel lines (B&O out of St. Louis and NKP out of Chicago) is not known at this time.

NS will get major yards in Harrisburg, Pittsburgh and Elkhart. CSX will get Indianapolis, Cleveland and Albany. Both lines are clear for double stacks (thanks to the state of Pennsylvania). NS has the crooked route but they are used to it, considering the routes in the coal fields.

The mood around Conrail is really down. Employees feel they were sold out by their CEO. Most of the upper management and engineering staff will be split between two major carriers, or gone. Many of them will not know their fate for the next year, while with the CSX merger most knew they would stay for some time. There are some dark months ahead

for Conrail employees as both CSX and NS try to determine who they want and how to go about "taking the ax" to a classy railroad.

Who won? **The stockholders got their \$115 a share.** Now you know who won.

## Construction Projects

Spring is on the way and contractors, and the orange barrels, are starting to come out again. After a slow December and January, the railroad activity is improving. During the past 6 months I have been managing over 30 different rail projects for our rail clients. Many times I have had 5 of our employees working for me, keeping me busy 10 hours a day most days of the week. On thing about each day, they go fast and never get dull.

### *Conrail*

Once again, addition projects are on the way for my firm. Projects in Ravenna and Alliance, Ohio will start soon. Interstate 270 will be improved on the north side of Columbus and both CR and NS will be involved. This past winter we did addition survey at a auto plant in Ohio as plans move forward to add 4 yard tracks. We also did a quick survey for a connection between Conrail and CSX in the Ohio area (can't say where).

Effingham and Troy, Illinois projects are starting again. Pipe projects continued through the winter but will increase this spring.

### *CSX*

We have been ask for a proposal on 111th Street underpass in Chicago and another project over Lake Decatur. CSX wants to protect their embankment over the lake and have ask us to design a project.

In Lafayette, Route 231 bridge is completed, however, the cutover has not been completed due to winter. Track work should occur in late March with removal of the temporary alignment to occur

shortly after cutover. Painting of the structure remains and will be completed in May. Uptown the relocation project is underway. CSX will have a new entrance to their ex-Monon yard. The new entrance will come off Route 52 by the way of an interchange ramp. Construction will occur this summer with completion in late fall.

### *Norfolk Southern*

Kiewit Western began construction of the embankment around the middle of February. The contractor has been placing about 10,000 tons of sand a day into the lake. By the middle of March the pond should be filled and they will begin with the 8 inch lifts to bring the fill area up the 80 some feet to final grade. Part of the project involves new ramps north of the proposed bridge that will lead to CSX and to the Vulcan Pit.

The bridge structures should see work beginning around May. Two lanes will be moved to create two way traffic and one span and the approach span constructed. The lanes will then be shifted and the second span and approach span constructed once the fill is complete. The contractor expects to complete work in late November.

Additional projects this year include Logansport (Rt 35) and Michigan City, IN(I-94), Springfield, Madison and St. Thomas, IL (I-270), complete the painting of Route 231 structure at Lafayette and finish review of the Route 25 plans (project to be bid in June). NS has upcoming work in the Toledo, Ohio that we will handle plus other Ohio projects.

### *City of Decatur*

I am completing a feasibility study for a pedestrian underpass under the Illinois Central Railroad on Marietta Street. The railroad closed the crossing last year under a ICC Order and the city, and the Decatur Housing Authority, would like to provide passage for pedestrians in the area. The preliminary report has been completed and we will be holding a public meeting around the end of March.

In early March I made a trip to Atlanta to meet with Norfolk Southern bridge and

design personnel. Late this month we planning a trip to Jacksonville to meet with the bridge department of CSX. Promotion is part of the game in the consulting business.

In November my company opened an office in Columbus, Ohio and hired a former Conrail engineer. We have started marketing in that area, both railroads and highways. There is a considerable amount of work in the state. At the present time we are providing engineering for all three of Conrail's Divisions, Indianapolis, Pittsburgh and Dearborn, in the State of Ohio.

*Rick Schroeder*

## UP to Spend \$6.5 Million in Central Kansas

OMAHA, February 14, 1977 - Union Pacific Railroad will soon begin work on \$6.5 million worth of track improvement and upgrade projects in central Kansas between Chapman and Kanopolis as a result of the UP/SP merger.

The improvements include the removal and replacement of 41,830 crossties; replacing nearly three miles of rail; spreading 51,175 tons of rock ballast to ensure a stable roadbed and the surfacing and lining of the 67 miles of track to provide a smooth ride for trains. Work is scheduled to begin March 10 and be completed May 1.

Union Pacific will spend \$87 million over the next several years on this line between Denver and Topeka to improve service for Kansas and Colorado grain shippers, Colorado and Utah coal traffic moving to Midwestern power plants and automobile and auto parts traffic moving between California and Kansas City.

This project is part of the \$500 million Union Pacific will spend to implement the merger with Southern Pacific this year. In addition, Union Pacific will spend \$1 billion in 1997 on



improving and maintaining its 31,000 miles of railroad track in 23 states.

*UP News Release via Internet*

In addition, UP will purchase 260 new AC traction locomotives valued at \$532 million. General Motors will build 110 units, of which 25 will be equipped with 6,000 h.p. engines and 85 will be equipped with 4,300 h.p. engines that will be convertible to 6,000 h.p. in 1998. GE will build 150 locomotives with 4,400 h.p. engines. \$39 million will be spent to upgrade SP and CNW locomotives to UP standards. \$10 million will be spent to upgrade 25 SD40-2's for life extension.

In Illinois a connection will be constructed at 75th Street to route UP trains south to Dolton yard and speed up the departure out of the ex-CNW yard. In Iowa there will be track upgrades and extension of double track in the western part of the state. A total of \$252 million will be spend on capacity improvement projects in 1997.

## Wheel Report

In Search of Freedom Train Film. Todd Schannuth of Los Angeles is searching for movies, slides or prints of the Freedom Train as it was displayed in 1975-76. He saw the train when he was nine years old in Kansas City and has now graduated from film school. He is preparing to document the entire journey of the train, from the inception of the idea to the last display day.

Todd would like to hear from anyone that would loan him the above items to be incorporated in his film. In our area he is looking for photos of the train on display in Peoria, Springfield, Aurora, Chicago, Rockford and Crystal Lake, Illinois. He wants photos of #4449 replacing the T-1, #4449 at the EMD plant in LaGrange and the 1947 Freedom Train at the 1948 Railfair in Chicago. If you have film available, and want to help in this project, contact Todd at 229 S. Barrington Ave, #2, Los Angeles, CA 90049, or call at 310-472-7417 (collect).

**CONRAIL SPLIT** - LateNews. The

State of Pennsylvania has stated that the headquarters for CSX had better be in their state. Apparently CSX has made a commitment to move headquarter there. Also, CSX intends to maintain the Conrail Pittsburgh Service Center and shops in Altoona and Hollidaysburg. Interesting on the latter items - NS will own the track that serves the two facilities????? Also, Conrail has announced stay bonuses and enhanced severance packages to be released soon.

**NORFOLK SOUTHERN** began operating double-stack trains on CSXT between Hagerstown, MD and Connellsville, PA. The trains leave Detroit as #228, are delivered to the W&LE at Bellevue, OH, becomes #128, is delivered to CSX at Connellsville and becomes Z278. The train is delivered to NS and continues to Norfolk, VA. The train originally operated via Ft. Wayne to Cincinnati and Knoxville, TN.

Also, NS now has full trackage rights over Conrail between Cincinnati and Columbus, Ohio. While in Columbus last month your editor listened to two NS trains arriving in Columbus - took them 2 hours to get into town as they had to deal with CR and NS dispatchers plus arrival in the former N&W yard on the southeast side of town. If you read the article about the split-up of Conrail this is the line that NS will acquire.

**TRACK COMING UP** - The scrap dealer is in the process of removing the Cario line of Conrail north of Danville. Rail has been removed and signals turned at Bowman Avenue. They have been moving equipment into the area and should begin by the time you read this. Both the Cario Line and the P&E line will be removed.

**News for the FLYER.** Thanks to Mike Vice for his continued help with articles for the newsletter. As Editor, I would appreciate news from the Danville area. Some of you have access to E-mail and can send me news. With my work keeping me away from the Danville area more than normal I would like to rely on some of you to report happenings. Call 442-1374 and leave reports on my recorder if you want to.  
*Rick Schroeder*