

FIRST CLASS MAIL

"THE DANVILLE FLYER"

DANVILLE IL 61834-1013

P.O. BOX 1013

NATIONAL RAILWAY HISTORICAL SOCIETY

DANVILLE JUNCTION CHAPTER



Another "blast from the past" ... This is a photo of the old crossing guard tower at Vermilion St. on the P&E/ NYC corridor through Danville. The photo was for sale on Ebay, but the scan was free! Photographer and date unknown.

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

Volume 33

November 2001

Number 10

Coming Events

November 18, 2001

Danville, IL Next regular monthly chapter meeting at Pizza Inn, Gilbert and Williams Street next to CSX.

December 1, 2001

Operation Session at Rossville, Session begins at 12:30 PM to 3:30 PM.

December 1, 2001

Indianapolis, IN - RR and Toy Show, St. Joseph Church, 1375 S. Mickley Ave. 10-3, \$2.

December 2, 2001

Annual Dinner to be held at the Pizza Inn, Gilbert and Williams Street. Meet at 12:00, order lunch from the menu with program to follow at 1:30 PM.

December 8, 2001

Rossville, IL - Operating session on the Grafton, Davis & Mt. Storm Railway Co - beginning at 12:30 PM, see details this issue.

December 9, 2001

Wheaton, IL - Great Midwest Train Show, DuPage Co. Fairgrounds in Wheaton, 10-4, \$6.

Next Meeting

The next chapter meeting will be Sunday, November 18 at the Pizza Inn at the corner of Williams and Gilbert Streets in Danville. Discussion at the meeting will include election of officers for 2002 and operating sessions for December and January. In addition, details of the upcoming Annual Dinner and the operating session at member Bill Sandusky's house will be discussed.

Last month we had planned a program on the NRHS June convention in St. Louis. Due to a scheduling problem at the Pizza Inn we decided to have the program this month. Featured will be video of steam on both the UP and Frisco 1522 on the BNSF. Trips on the MetroLink will also be on the agenda as well as local UP trains. Rick Schroeder will present the program.



Annual Dinner

December 2, 2001

Pizza Inn

Williams and Gilbert St., Danville, IL
12:00 to 4:00 PM

Program

The Peoria and Eastern Railroad

by Mark Vaughn

The Danville Junction Chapter Annual Dinner will be held at the site of the former Peoria and Eastern Railroad freight house in Danville, now the home to the Pizza Inn, our favorite Danville restaurant.

This year's program will feature the Peoria and Eastern Railroad from the diesel era to the formation of Penn Central. Our guest speaker will be Mark Vaughn of the Chicago area. Mark has compiled a history of the P&E and has produced decals for model railroad equipment. We look forward to his visit and program.

As usual, we will order from the menu. We will have a short meeting after dinner to introduce our officers for 2002 and then adjourn for the program. Please plan to attend and see this fine program about one of our favorite area former railroads.

C N Completes Acquisition Of Wisconsin Central, Starts Corporate Intergration

Canadian National (CN) completed its acquisition of Wisconsin Central Transportation Corporation (WC) today and began a phased integration of the companies' operations. WC - now CN's Wisconsin Central Division - forms a strategically important link in CN's NAFTA network between Chicago, Superior, Wis., and CN's transcontinental network across Canada. Paul M. Tellier, president and chief executive officer of CN, said: "The CN/WC merger will strengthen our North American franchise, offer shippers extended market reach through new single-line services and generate new opportunities for employees. "Today we started a step-by-step integration of the two com-

panies. We will preserve WC's reputation for strong customer service while implementing measures that have made CN the most efficient railroad in North America. We will do it right - our integration plan will assure service on the combined CN/WC network is as good as, or better than, what existed before the merger." Gordon T. Trafton, vice-president of CN's WC Division, said: "Safety, continuity, and a focus on customers and employees will be the hallmarks of our integration of CN and WC. There are no artificial deadlines - the integration will be measured and careful, and we will communicate our plans regularly to customers and employees. "One of the early benefits of the CN/WC inte-

gration will be improved freight traffic flows. As a single company, for example, we'll be able to take advantage of opportunities to improve car connections and eliminate backhauls. This will improve asset utilization, generate faster transit times and reduce costs." CN/WC sales and marketing representatives are contacting WC customers to explain CN's structure and integration plan. WC's existing electronic commerce applications will remain in place over the near term at CN's web site, www.cn.ca.

(Canadian National Railway Company - posted 10/09 via RailPace Magazine)

CSXT Freight Equipment

CSX Transportation Freight Equipment is the new book published by the Linden-Madison Township Historical Society of Linden, Indiana. The book has been written by member Al Hepler and is published by Howell Publications, 121 E. Pike St, Crawfordsville, IN 47933. The book is a 72-page all color educational book covering the history of engines and cars used by CSXT. Profits from the book, donated by the author, will be used to expand the Linden Railroad Museum located on the north edge of the community at the former crossing of the Monon and NKP railroads.

The book is available from Howell Publications for \$28.00, which includes postage and Indiana tax. The book is available at the museum's gift shop. For additional information contact the society at 765-339-7245.

New Amtrak Proposal

The chairman of a Senate committee involved with Amtrak wants Congress to abandon the law that threatens the future of the national rail service if it still needs taxpayer help after December 2002. A bill by Sen. Ernest Hollings, D-S.C., would guarantee Amtrak's existence through 2003, grant its request for \$3.2 billion in emergency financing and authorize \$35 billion in loans and loan guarantees for freight and passenger rail development. "Since Sept. 11, we have a radically changed environment," Andy Davis, a spokesman for Hollings, said Wednesday. "There are new demands placed on Amtrak, both in terms of short-term security and long-term capacity and stability of rail." Amtrak has experienced an increase in riders since the terror strikes.

The bill by Hollings, chairman of the Senate Commerce Committee, joins other proposals circulating on Capitol Hill to upgrade the system. A group of lawmakers that includes Hollings is pushing a \$12

Grafton, Davis & Mt. Storm Railway Co.

First Operating Session
Saturday, December 8, 2001
12:30 to ?? P.M.

Lower Level at 309 Dale Street
Rossville, IL

An indoor G-Scale layout operating session
Hosted by Bill and Jean Sandusky
Everyone invited.

billion, 10-year program to put Amtrak at the center of high-speed rail development nationwide. Rep. Don Young, R-Alaska, has proposed a \$71 billion, 10-year program that puts states in charge of high-speed rail. Several senators favor granting Amtrak's request for \$3.2 billion in emergency money to upgrade its security and ridership capacity.

The Hollings proposal would overturn a key part of the 1997 Amtrak Reform and Accountability Act. That is the law's requirement that Amtrak wean itself from annual operating subsidies within five years or face restructuring or dissolution. Government monitors have repeatedly said they doubt Amtrak can achieve operational self-sufficiency by the deadline. Few believe Congress would go so far as to dissolve Amtrak if it failed to do so. Still, the self-sufficiency requirement hangs over the railway, and Amtrak critics in Congress have opposed any effort to devote more money to the railway until it proves it can cover operating costs. Amtrak President George Warrington has long maintained that the target is achievable but shortsighted. He said recently that in the wake of the terrorist attacks, the self-sufficiency requirement is now "impractical and irrational."

Steve Benkovitz - posted 10/11, via RailPace Magazine

CN/IC Notes

As many of you have read from the Locomotion list, CN is ceasing the power sharing arrangements with NS (via Locomotive Management Services) and KCS and splitting the units with the two carriers. CN will get LMS(X) 728-739 and KCS 6621-6639. Word is the KCS units won't arrive until January though.

All of these units are supposed to be assigned to the CNIC and Woodcrest for maintenance. These are the first GE's on the IC as regular power since the 70's. The CN Dash 8's and 9's are not assigned to the IC and don't stay for long when they do get here.

They have begun to arrive with four of them spotted thus far. At least one of them has been CN'd. Didn't get aboard it to cull the previous number off the blue card, but spotted it at Champaign with its new number 2462 on the cab in IC style.

It also has a hastily applied "IC" below the number and an also hastily applied CN crooked noodle on the car body. The old initials and numbers were blanked out with blue paint. On the cab is a small stencil that states "Owned by LMS".

A derailment occurred on the former GTW last week. Train 396 derailed ten cars at

Lapeer, MI on the Flint Sub Monday (22nd) morning. Nine cars went onto their sides and the boys with the big yellow toys from Hulcher were summoned to the scene. No HazMat was involved. I always said GTW stands for Giant Train Wrecks.

Many of you are likely aware of the big disaster on the IC side in Chicago August 14th at about 0545. Word is a human error caused the Recycle Job to derail on track 4 at the B&O connection. One of the cars went over the embankment and brought down the overhead catenary that carried the wire for the parallel Metra Electric University Park District effectively bringing the morning rush to an immediate halt. It also brought down the block signals on tracks three and four and on both Metra tracks as well. Needless to say, many folks did not make it to work that day.

Metra has assembled a makeshift catenary pole to carry the lines in order to resume operations and also installed ground mast signals.

Signals on Metra tracks 1 & 2 and IC tracks 1, 2 & 3 all came down. CNIC decided to simply retire the signals here on tracks 1 & 2 (11646, 21546, 11647 and 21647). The signals at Highlawn on tracks 1 & 2 (11798 and 21798) are now the distant signals to govern the approach to Wildwood (15.5). Unfortunately, they are single unit signals. If you are going to cross over from track 1 to 2, 1 to 3 or 4, 2 to 3 or 4 at Wildwood, the best signal you can get at Highlawn is an approach.

When they were still up and in service at 16.46, these signals were two unit jobs and you could get approach diverging aspects (yellow over green). What this now means is you have to approach Wildwood prepared to stop unless you have a clear at Highlawn. And the clear means you are going straight on track 1 or 2. They call this progress.

On July 25th train 348 coming off the IHB and onto the GTW at Blue Island derailed on the connection track. Of the eleven cars derailed, three of them went onto their sides while two others were leaning. This train operates via the WC from Superior to Franklin Park (northwest suburban Chicago) and the IHB from Franklin Park to Blue Island where it reaches GTW rails

and the short run to the connection to the IC at Harvey.

Train 196 began operating three weeks ago. This train will normally handle some intermodal and automobile business from Michigan to Mexico. The plan is for Mexico bound autos from train 397 to be set out at Champaign for connection there. Autos from 281 connect at Chicago as well as intermodal business off 143. The big switch in intermodal facilities at Markham has occurred. MIT now handles the CN/GTW business while Gateway now handles the IC business.

UP has withdrawn the APL double stack business from train 192. Since then, 192 has been very light. There was talk of eliminating the train altogether. First, some time was given to the sales and marketing folks to try to sell the now vacant slots on the train. That didn't happen, so it instead of being annulled, it was combined with 184, the Chicago to East St Louis train. It operates as a combined train between Gateway and Champaign where it is split into two trains. 184 still operates on its normal schedule nightly out of Gateway with four locomotives on the train now and the third unit must face south.

So last night (Oct. 30th) doesn't the combined train have 141 cars and 12,000 feet of train out of Markham.

The APL business is still being handled at Gateway with a UP crew coming over to pull the train. UP was given trackage rights on the IC between Highlawn (IHB connection) and Markham. No changes to 191 and 193 though. They continue to operate as separate trains.

CN managed to lose the GM Oshawa, Ontario business to CSX. This business was handled on train 277 between Oshawa and the UP at Proviso Yard, but inconsistent arrival times led to the change. CSX now handles the train via Buffalo to the IHB at Gibson Yard in Hammond. IHB classifies the business and forwards the train to the UP.

The tie gang is working their hearts out on the Chicago Sub to replace all the timber between Gilman and Stuenkel (University Park) by winter. They were at Kankakee around MP 55 on Monday. Stuenkel is at

MP 31.6 and they have the six-mile long siding to finish at Kankakee addition to the main, as well as the siding at Peotone in addition to the main track. Judging from how rough the siding is at Kankakee, they probably have to replace about every tie.

New welded rail has been installed on both wyes at Gilman and also on sections of what was the Bridgeport District now called the Freeport East Sub.

The CTC project on the Joliet Sub is progressing. New #20 universal turnouts have been installed in Joliet MP 35.6 (Stateville, behind the prison), Lemont MP 26.3 (Flagstone), MP 15.4 (Justice), Harlem about MP 11.5 (just south of Glenn Yard right underneath the road of the same name), Central Ave about MP 9.3 at Glenn Yard's north end just north of the current "45 Crossover" and also at Rockwell MP 5.3 just south of the Panhandle (NS and CSX crossing). New UP style signals are also being installed. These are the vertical stack tri-lights with the large shades all around them so they can be seen even in the brightest daylight. The signals use fiber optic technology with the lights actually in the base of the signals and the fiber optic lines carrying the displays. The B&O era color position light signals are dropping fast. Corwith Tower is also living on borrowed time.

All the crossovers are operated by hand only until the CTC is powered up. The old hand operated crossovers at MP 35.7, 15.4 and 47 Crossover have been retired and removed from service. The new crossovers will allow 20 mph speeds when diverging instead of the 10 mph of the past.

Amtrak and Metra passengers will love the changes when completed. It may allow for a tighter schedule for the three daily Metra trains in each direction as well. Word is that Metra wants to increase service on the Heritage Corridor from its present 3 trains per day each way. The ride is also noticeably smoother with all the welded rail installed on the Joliet Sub the past two years.

Train changes: #349 is now 329 between Champaign and at least Markham. It no longer carries the Winnipeg block, just Kankakee's, Markham's and Soo Lines. It

also now picks up and sets out at Kankakee daily. Not sure who is getting the Winnipeg block.

Train 346 which operates via WC or should I say Wisconsin Division between Superior and Chicago is now routed via the IHB to Broadview, CCP Broadview to Hawthorne. This train will set out Markham's and Hawthorne's at Hawthorne, pick up cars for the Belt Ry of Chicago at Hawthorne and depart for the BRC Clearing Yard.

The first major change from the CN/WC merger plan which actually makes a great deal of sense (for once), the Algoma Central will now be incorporated into one of the Canadian Divisions instead of being part of the Wisconsin Division. Not certain as to which one though.

This is very logical as ACR's entire operation is in Canada which has different labor (in Canada you would say labour) laws and some different work rules and laws.

This will spell a change in the motive power situation on the Wisconsin Division. Look to see four axle IC and GTW power as free runners in all the US operations. No need to worry about providing International leaders for yard and local power now as these engines will all stay in the US. ACR power assignments will be handled out of Canada now.

I figure the CN GP38's (4700 series) at Woodcrest for repairs will get any Canadian required appliances removed now become free runners in the pool for US operations. They all need FRA Part 223 glazing applied, new stairs as the ones they are currently equipped with are too high above the top of the rail to be used in switching service as well as some other modifications. I am betting the alerters will also be removed. I spotted the 4701, 4710 and 4717 at Woodcrest today. I know there are others, but these were all I could clearly distinguish from Ashland Ave. and they will be

Internet from Joe Santucci, (Tuch), CN/IC engineer

Next Stop Ground Zero

Tuesday September 11th, 2001 began like any other day for the Port Authority Trans-Hudson Corp., or PATH as the bi-state rapid transit carrier calls itself. The 350-car fleet of 3rd-rail powered electric cars were operating on four routes along 13.8 route-miles, serving seven stations in New Jersey and six New York City stations. As on any weekday, over 250,000 passengers would board PATH trains, with over one-quarter of these riders headed to or from the World Trade Center in lower Manhattan's financial district, PATH's busiest station. The underground PATH terminal at the World Trade Center (not coincidentally, both the trains and the complex are owned and operated by the Port Authority of New York & New Jersey) was serviced by trains from two routes: the 8.8 mile Newark (NJ) line (PATH's longest) and the 3 mile route from the NJ Transit rail terminal in Hoboken.

As the morning rush hour was beginning to wind down PATH employees in the Operations Control Center at the Journal Square station in Jersey City, were startled to hear reports of an explosion at WTC broadcast over the Port Authority police radio. Eight years earlier the World Trade Center had been rocked by a bomb blast set off by terrorists in an underground garage. That explosion had occurred at lunchtime on a Friday and, despite extensive damage to PATH facilities, trains were running again by the following Monday morning. This time it would be different. Moments after the police report, a phone began ringing at the Operations Center. It was a Port Authority sanitation supervisor calling from the Trade Center to report he'd just seen an airplane fly into the North Tower.

This was followed by a call from Donna Martinez, the PATH terminal supervisor at the World Trade Center, who reported the concourse above the terminal was filling with smoke and that there was a strong odor of what she thought was kerosene. Richie Moran, the PATH trainmaster on duty at Journal Square, pushed the button that activates PATH's "inci-

Operating Sessions

The monthly operating sessions will be held at Rossville on Saturday, December 1 beginning at 12:30 PM and on Sunday, January 6, beginning at 1:00 PM. We look forward to having as many operators as possible so come join the fun at Rossville.

dent clock".

It was 8:47 a.m. At virtually the same moment, PATH deputy director Victoria Kelly, attending a breakfast meeting in the underground retail concourse of the World Trade Center, was startled to hear shouting and see people running through the crowded corridors. She left the meeting to investigate. At street level she was stunned to see "paper raining down" from the North Tower. Although not certain exactly what was happening, Kelly knew it was bad, very bad. She made her way to a phone and called the Journal Square dispatch center. "It was Vicki Kelly's phone call at 8:52 that stopped the service," Moran said. World Trade Center-bound trains on the New Jersey side were held at stations or rerouted to PATH's uptown Manhattan terminal at 33rd Street as passengers were told that WTC service was suspended due to an unspecified "emergency".

Three trains were too far along to stop, in fact two were already arriving at the WTC terminal - a seven-car train from Hoboken and an eight-car train from Newark. Because the Trade Center 'terminal' was actually a run-through loop, crews were told to keep their passengers on board, evacuate passengers waiting on the plat-

forms and depart as quickly as possible.

As many as 3,000 passengers were on the two trains and on the platforms. However, at a time when conditions at WTC must certainly have been approaching pandemonium, a Port Authority spokesman later conceded that some riders may not have heard the announcements to stay on board or elected to ignore them. Among passengers who left the Newark train was a woman who said she heard no announcements. Instead, she told the Newark (NJ) Star Ledger, she got off the train and made her way up one level to the mezzanine where she was instructed by Port Authority police and PATH staffers to run out of the station. This was just about the time the second plane slammed into the South Tower. The woman said she exited safely but feared other riders may have been struck by flaming debris raining down from the upper stories of the towers. The third train, from Hoboken, arrived at the World Trade Center station shortly after the first two trains had departed and continued around the loop and back into the Hudson River tunnels without stopping. "I told them not to stop and do not open the doors," trainmaster Richie Moran said. "They didn't discharge any passengers." The train returned to Exchange Place station in Jersey City where it was rerouted to 33rd Street in Manhattan, Moran added.

Finally, a rescue train arrived at the World Trade Center at 9:10 a.m. — eight minutes after the second plane hit the South Tower — to pick up about a dozen PATH employees plus a homeless person who had to be coaxed onto the train. An empty train, already in the terminal, was left behind. When the rescue train departed, "there was nobody left in the station," Moran said. It was 9:12 a.m. Three eastbound trains were still waiting at Exchange Place, at the Jersey end of the tunnel, and were soon diverted to other locations. In the aftermath of America's worst terrorist attack, PATH finds itself suddenly shorn of

its lower Manhattan route, with little idea when service can be resumed. PATH officials are said to estimate privately that starting service to even a makeshift terminal is at least 18-24 months away, though publicly they will only say it is "too early" to speculate. Port Authority spokesman Steve Coleman emphasizes, however, that PATH will restore service to lower Manhattan, possibly "at another site".

As of early October a PA task force had been formed to consider various options, however it has not yet been possible to reach the WTC station to evaluate the damage. One search and rescue team did manage to reach the platform area and video they shot revealed extensive damage. The station lies 60 feet below a wide plaza located between the Twin Towers and the station's ceiling appeared to be partially collapsed, presumably by the Towers crashing down into the plaza. To further complicate matters, the PATH station is inside what engineers call 'the bathtub', a steel and concrete basement six stories deep which keeps the WTC site — which is built on old landfill — from being flooded by the nearby Hudson River. It is feared the walls of the bathtub have been damaged and may require shoring up before any of the thousands of tons of debris can be removed. Finally, the twin bores under the Hudson River, connecting WTC and Jersey City, appear to have sustained little damage but they have been filling with water and engineers are not sure why. As a precaution against a catastrophic flood inundating the rest of the system, concrete plugs have been installed in the Jersey portals.

In the meantime, the system is carrying about 50,000 fewer riders per day, with Newark-WTC trains rerouted to the 'uptown' terminal at 33rd Street and 6th Avenue in Manhattan, while Hoboken-WTC trains now operate to Journal Square. PATH riders who formerly used WTC trains to reach lower Manhattan are coping with a variety of substitute routes. These include taking uptown PATH trains to reach downtown New York City subway service (ridership to 33rd Street has doubled), taking NJ Transit trains to New York's Penn Station or using a quickly established bus/ferry service from New

Jersey's Liberty State Park, site of the former Jersey Central yards and passenger terminal. 'Reverse commuters' who formerly used the Trade Center station to reach jobs in New Jersey have so overwhelmed the next closest PATH station — Christopher Street on the uptown line — that PATH had to order it closed to them during weekday rush hours because of dangerous overcrowding on the station's island-type platform. Despite the difficult days ahead, the system can be proud of the way PATH railroaders reacted to about the most horrendous set of circumstances imaginable. The actions of PATH employees were nothing less than heroic.

(Thomas Meehan - posted 10/10 via RailPace Magazine)

Statement by Association of American Railroads in Response to "Indicators of Terrorism"

In order to assist in the defense of our homeland, the railroad industry has — in consultation with the federal government — stepped up efforts to patrol and secure our properties. While the AAR has not asked its member railroads to "profile" individuals near or around railroad property, railroad fans should be aware that the rail industry — along with the rest of the nation — is operating at a heightened state of alert that recognizes the dramatic change Sept. 11 brought to our nation. That includes more scrutiny of activities and people in and around rail yards and tracks. We appreciate and value railfans' interest and support, and sincerely hope railfans understand that everyone is experiencing inconveniences as a result of the war on terrorism.

(AAR — RailPace Magazine - posted 10/21)



Wheel Report

We hope that everyone read the two previous stories about the events of September 11, 2001 and the change in security since that date. We as railfans must take our hobby very serious when out watching trains. Not only are crews watching us and others but we must begin to watch others in the area. Now instead of watching for our own security we must be aware of the fact that someone could be looking to cause some disaster to the railroad itself. I suggest you carry the 800 numbers that most railroads have with you at all times, I do. I have used it in the past and will continue to do so should the situation arise.

*We cannot hide our head in the sand and believe the world has come to an end because some criminals have attracted us. We must go with life but be aware of what is happening around us. We want all of you to be responsible around the railroads. **Editor***

Canadian National announced a new joint intermodal service with the Union Pacific. The new service, which CN said would move at truck competitive transit times, takes southbound shipments from the Montreal, PQ., Toronto, ON, and Detroit, MI. areas destined for Texas and Mexico south to Memphis for interchange with the UP, which will then move them to Texas destinations or, in the case of Mexican shipments, to the Laredo gateway; northbound shipments reverse the routing. Also this date, CN opened its new intermodal terminal serving Edmonton, AB. The new terminal locates on 370 acres of land near Edmonton and has capacity for 150,000 intermodal lifts annually.

CSX reported that it had paid \$373,573 to Baltimore, MD. to help cover the city's costs related to the train derailment and fire in its Howard St. tunnel last July. The payments are to cover the related overtime costs of Baltimore's police, fire and public works personnel. Commenting on the voluntary payments, a CSX spokesman said "whether or not we were at fault, it's the right thing to do."

On October 21 CSX delivered PREX(Pioneer Rail Leasing LTD.)#1616

to the KBSR at Lafayette. It is painted exactly as KJRY #1606 that they currently have, which is black with yellow stripping. The unit will be added to the KBSR fleet, thus the use of Alco's on the shortline railroad may further dwindle.

BNSF and CSX drop Ice Cold Express RoadRailers East of Chicago

Due to low volumes, Burlington Northern Santa Fe and CSX late last month dropped the direct Ice Cold Express RoadRailer service they launched between Chicago and New Jersey in June. But the RoadRailer trailers, laden with perishables from California, continue to reach New Jersey. Instead of moving in dedicated RoadRailer trains, symbolized Q162/Q163 on CSX, they ride TOFC style on regular CSX intermodal trains.

"The unit train service was discontinued due to lack of volume," BNSF spokeswoman Susan Lundsberg said. "However, we still have about 30 trailers twice a week going into New Jersey. As the market demand grows, we will be able to bring back the unit train service." When the dedicated RoadRailer trains East of Chicago were dropped in late September, it was the second such setback for expansion of the twice-weekly Ice Cold Express service beyond the Windy City.

In late August, Canadian National pulled the plug on its RoadRailer service between Toronto and Chicago. The railway scaled back its RoadRailer operations to its original Toronto-Montreal lane, where it said it could make better use of its 400 RoadRailer trailers. BNSF continues to serve Toronto, and Montreal with the Ice Cold Express service, but via TOFC on CN. CN's expedited conventional intermodal trains have the same transit times as the RoadRailer trains.

Although the direct RoadRailer links beyond Chicago have suffered, Ice Cold Express growth remains robust. Last year, BNSF hauled 6500 ReeferRailer loads at

nearly 100-percent on-time performance, and expects to handle 7500 Ice Cold Express shipments this year.

Via Dayton Ties & Tracks

Thrall plant in Chicago to close for good

The Thrall Car Manufacturing Co. plant in Chicago Heights will be closed permanently next week, at a cost of 600 jobs, the Chicago Sun-Times reported. Thrall's Chicago Heights plant was not part of the merger agreement between Thrall and Trinity Industries. Efforts to sell the plant were unsuccessful, the company said, given the depressed state of the railcar manufacturing business.

Via Dayton Ties & Tracks

Construction Projects

This issue of the Flyer is shorter than usual because your Editor has been on the road a lot this past month. We have really been busy with both rail work and highway work this fall with several major projects coming all at once. When you read this I will be in Montana for a week in the cold.

Princeton, Indiana - we got a project with CSX to design two new support tracks for the Toyota plant south of town. We are designing two 6000-foot tracks to be built next to the main north of U.S. 41. Toyota is in the process of building the new lead into the plant that will connect with a stub on a "wye" that was built when the NS support yard was built. In the fall of 2002 CSX will have access to the plant and begin shipment of finished vehicles.

Harpers Ferry to Martinsburg, WV - preliminary plans are nearly complete and meetings are being held with the public to discuss the MARC facility. We finished the track estimate and Southwest Signal has finished the signal estimate. At the end of the month we meet in Baltimore with Amtrak, MARC, WVDOT and CSX to present the final plans and estimate and prepare to get the materials ordered for spring construction.