

DANVILLE JUNCTION CHAPTER

NATIONAL RAILWAY HISTORICAL SOCIETY
P.O. Box 1013
DANVILLE IL 61834-1013

"THE DANVILLE FLYER"

FIRST CLASS MAIL

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 \$17.00 for Chapter membership in addition to \$20.00 for NRHS membership. Meetings are held on the third (3rd) Sunday of each month (except June, July, August and December) at the Pizza Inn Restaurant, Gilbert Street (Illinois Route 1) and Williams Street, next to CSX, in Danville, IL, with lunch beginning at 1:00 PM Central Time followed by meeting and program.

OFFICERS FOR 2002 - Our 34th Year

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Volume 34

November 2002

Number 9

November 17, 2002

Danville, IL - Regular monthly meeting beginning at 1:00 PM at the Pizza Inn, Williams Street and Gilbert Street (Route 1), next to the CSX mainline to Hillary.

November 2, 3 & 9, 2002

Monticello, IL - Throttle time at the museum, special fare lets you operate one of the diesel locomotives.

November 3, 2002

Kankakee, IL - Kankakee Model Railroad Club Train Show and Swap Meet, Civic Center, 895 S. 5th Ave, 9:30 AM to 3 PM

November 16, 2002

Terre Haute, IN - Train Show and Toy Train Swap Meet, Terre Haute National Guard Armory, 10 AM to 3 PM, Adm \$3

December, 8, 2002

Danville, IL - Annual Dinner at the Pizza Inn, Williams Street. 1:00 PM to 3:30 PM. See Page 2 for program details.

Operating Sessions

See Page 3 for a list of operating sessions at Rossville, the Grafton, Davis and Mt. Storm Railroad and the Danville and Western Railroad. Note changes in some dates for the sessions.

Next Meeting

The next meeting will be November 17, 2002. This month is the election of officers for 2003. Be sure to come because we may elect you to an office :) The annual Chapter dinner will be held at Pizza Inn on Sunday, December 1. We will order at 1:00 PM with the program set for 2:30 PM. The November program will be presented by Dave Sherrill.

Sad news to report, longtime member Bob Barnes passed away in early October. Bob worked at the C&EI coach shops and later for Danville Industries. He cut many stencils that we used on various cars. Bob was an N Gauger with a small detailed layout he used to bring to the train shows. Also in October Don McCarthy passed away. Don had been a member many years back having been a member during the early years of the chapter.



Note the schedule for operating sessions at Bill's home plus the museum. The Danville and Western session has been rescheduled after the first of the year.

As noted in the last issue, Atlas Corporation will be bringing out C&EI GP-7's sometime early next year. The notice has been released and numbers 204 and 206 will be produced along with an unnumbered unit. The delivery is scheduled for January but we would expect more like February or March. The C&EI Historical Society is working to get the units available to C&EI HS members.

Annual Holiday Dinner

The Chapter's Annual Holiday Dinner will be held at the Pizza Inn, Williams and Gilbert Street in Danville, on Sunday, December 1. Hours are 1:00 to 3:30 PM. Dinner will be ordered from the menu.

After dinner the officers for 2003 will be introduced and the program presented.

Program will be presented by Rick Schroeder. Featured will be the proposed addition of a third main track in Blue Island, Illinois in 2003. Rick's firm, URS Corporation, is designing the project and he will discuss the project design and the major issues confronting the design team and CSX. A short video will be shown to give you an idea of the problems in the Blue Island area, as well as rail traffic and what the project involves.

Reservations are not required.

"It's ironic that President Bush's lack of support for Amtrak is contributing to the fall of a company that his great-grandfather helped make a success. President Bush and Congress can change this...by working to give Amtrak the funding it needs to rebuild."

—*Stu Nicholson, administrative director of the Ohio Association of Railroad Passengers, regarding the near demise of Buckeye Steel Castings Corp. of Columbus, which has suspended operations.*

The company, an OARP corporate member that supplied passenger car components to Amtrak, began 121 years ago as the Murray-Hayden Foundry. President George W. Bush's great-grandfather, Samuel Prescott Bush, was president of Buckeye Steel from 1907-1927.

Operating Sessions 2002/ 2003

Grafton, Davis and Mt. Storm 309 E. Dale St. Rossville

Operates from 12:30 to 4 PM,

Saturday, November 23

Saturday, December 28

Saturday, January 25, 2003

Saturday, February 22, 2003

Chicago, Illinois and Eastern - Rossville Museum

Operates Saturdays from 1:00 to 4 PM

Saturday, December 7

Saturday, January 4, 2003

Saturday, February 1, 2003

Danville and Western Railroad 1819 Coventry Dr. Champaign

Operates Sundays from 1:00 to 4 PM

Sunday, January 12, 2003 (note date change)

Sunday, February 9, 2003

Please contact the owner of the railroad, Bill at 748-6445 or Rick, at 359-2868, if you intend to markup on the board for operation on one of these days. Refreshments will be served at all facilities.

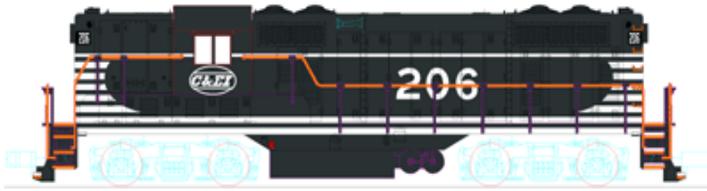
Fall River Line, Midlothian, IL

Saturday, November 16 - 7 PM Craftsman layout set in the early 1900's. Operating session with cards and fast clock, all craftsman kits and scratch built

Baltimore and Ohio Railroad, Chicago, IL

Saturday, November 30 - 7:00 PM, Ed's B&O Operating session, great detail layout.

Contact Bill Sandusky for a visit to the two listed above. Call 748-6445 or sandusky@soltec.net if interested in going. There are others on Bill's list if interested in seeing layouts in the Chicago area.



Atlas Model Railroad Corporation will be producing a new series of GP-7's to be released in February 2003. The artwork to the left is one of three C&E Geeps that will be available. Number 204 will join No. 206 as well as an unnumbered unit. The C&E Historical Society is working to produce the numbering decals for those that wish to build a fleet of GP-7's for their railroad.

Mission Statement for the NRHS:

The National Railway Historical Society is a not-for-profit organization dedicated to preservation of and education about the history of all aspects of the railway industry.

NRHS preservation activities include:

- Railway museums and historical restorations operated by local chapters.
- Film restoration and preservation,
- A grants program to support railway history preservation projects, and many other related programs.

NRHS educational activities include:

- Railway historical publications at both the national and local chapter levels,
- Research libraries,
- Photographic archives,
- Operation of the RailCamp educational program in conjunction with the Steamtown National Historic Site, and many other related programs.

Background

Many organizations have developed Mission Statements as a concise summary of their core mission for both internal and external information. Mission Statements are required in many situations for an organization to qualify for matching donations, non-profit commercial discounts, and other commercial arrangements of longterm benefit to the Society.

The Mission Statement above was developed in August 2001 to meet short-term commercial requirements. It has subsequently been reviewed and approved by the National Officers, General Counsel and Regional Vice Presidents. We recommend its adoption as the Society's official Mission Statement.

The Mission Statement will be discussed and approved at the November Board meeting.

Thefts Continue On Railroadiana Items

Up-date on the items stolen (See Sept. "TIES & TRACKS") pictured 12 PRR round number plates, only nine were taken. Not knowing which PRR number plates were stolen, the list of 12 is mentioned here again: Nos. 5201, 1071, 1237, 650, 1126, 4245, 7347, 2945, 4305, 8220, 3723, and 4471.

The bell mentioned, was cut from a diesel locomotive on the Carthage, Knightstown & Shirley Railroad in Knightstown. The bell was from an ex-1930, stewn locomotive. Any information call: (765) 529-21901.

Worthington, IN. - Removal of a depot station sign from a brick wall Sept. 7 is the latest

incident in what has become a string of thefts of antique railroad items in the Hoosier state.

The cast long -metal sign, which was originally displayed on this town's NYC depot bore the name "WORTHINGTON" in gold letters on a black background. The early 1900s sign is approximately 8ft long and 2ft high. The owner installed the sign on a brick wall in front of his residence. Any information call: (812) 875-2424.

From Dayton Ties & Tracks

STB stops Abandonment

In October the STB nullified the sale of a shortline in Illinois nearly two years after the deal closed, asserting that the sale was disingenuously made only to hasten the discontinuance of service on the affected track.

The board revoked the exception of the SF&L Railway (SF&L) to buy a 71.5-mile of rail line running between La Harpe and Peoria, Ill. - line which belonged to the Toledo, Peoria and Western Railway Corp. (TP&W), a RailAmerica subsidiary. Shortline giant RailAmerica had bought all of the 298-mile TP&W in Sept. '99, for about \$18 million.

In its decision, the STB in effect said RailAmerica's sale to SF&L was analogous to someone selling an elephant to an ivory dealer who was masquerading as a zookeeper. SF&L is a subsidiary of A&K Materials, a national supplier of used rail, track and ties. The board decided the acquisition was done only after the purchaser eyed up the abandonment and salvage value of the line.

"The integrity of the [sale] process is undermined by, and must be protected

from, tactics such as those deployed” by the SF&L and AM the board said in its decision last week. “We will not allow ... our processes to be abused by sales of active rail lines to persons whose intent is to degrade, abandon, and salvage those lines.”

TP&W had continued to operate the line for the SF&L on a contract basis after the initial deal was struck, and the board ordered that the SF&L now officially return the line to the TP&L.

The decision apparently gives grain shippers in the region more options for moving freight east from the Missouri border on to the key hub of Peoria, Ill., and provides more competitive options to the Keokuk Junction Railway Co. (KJRY), which interchanges with the TP&W near La Harpe.

The KJRY - whose parent company, Pioneer Railcorp, had made an earlier, unsuccessful bid to buy the disputed TP&L line - had been the primary thorn in the side of the SF&L during the proceedings. The shortline claimed in filings that SF&L was “discouraging shipments of freight” on the line, downgrading services and increasing rates after the sale in an attempt to make the route look unprofitable, thereby giving cause for an eventual abandonment.

The SF&L placed the blame squarely at the feet of the KJRY, however. They noted that KJRY made a deal with BNSF to divert 3,600 carloads of freight normally sent over TP&W’s La Harpe-Peoria lines each year to a BNSF line bound for Peoria, located in nearby Fort Madison, Iowa. Without KJRY’s traffic, only about 800 carloads move over the La Harpe-Peoria route each year, SF&L lawyers claimed.

GE wins orders for up to 250 Dash-9 locomotives

General Electric won orders for 200 to 250 new Dash-9 locomotives during the third quarter, the company announced October 11. The orders, worth nearly \$500 million, were part of \$1 billion in locomotive, maintenance services, and signaling orders in

the third quarter.

GE did not name the Dash-9 customers, but an industry source said Norfolk Southern may order as many as 100 Dash-9s. NS already operates almost 1000 of the 4000 h.p. Dash 9-40C type.

GE has not said how many locomotives it expects to turn out at its plant in Erie, Pa., this year and in 2003. But union officials told the Times-News of Erie that about 460 locomotives will roll out of the plant this year, and that they expect next year’s total to be about the same. Last year GE projected it would produce 350 locomotives this year.

GE’s signaling unit signed a \$63 million contract with the Maryland Transit Administration for a wayside and carborne signaling and field communications system, and completed its acquisition of certain assets from Railway Technologies Inc., furthering GE’s expansion into remote control yard switch products.

TRAINS On-Line 10-14-02

Triple Crown to shift trailers from CPR to CN for Toronto move.

Triple Crown’s Detroit-Toronto RoadRailer train will shift its routing from Canadian Pacific to Canadian National beginning November 1 — a move that more efficiently links the company’s RoadRailer service with CN’s. Currently Triple Crown sends a handful of loads per month to Montreal on CN’s RoadRailer train. But first, these trailers have to hit the road between the CP and CN terminals in Toronto, adding cost and time to the interchange. “It has several advantages,” Triple Crown President Jim Newton says of the new CN routing. “We’re impressed with CN’s on-time operation with its RoadRailer service,

No. 1. No. 2, it provides us an excellent opportunity to link up with their service to Montreal, and gives us an immediate service extension into that area. And, No. 3, it builds a partnership between the companies so we can look at further extending the RoadRailer map.”

From a customer standpoint, transit time on CN vs. CPR routings will be the same, he said. The new trains will link Norfolk Southern’s Melvindale Yard outside Detroit with CN’s Conport terminal in MacMillan Yard outside Toronto, traveling via CN’s St. Clair Tunnel. CN’s Toronto-Montreal RoadRailers, which run Monday through Friday, use the same Toronto terminal and boast 98% on-time performance.

“These schedules are very tight, and therefore must be supplied with sufficient [horsepower per ton] to maintain schedules,” according to the CN bulletin on the trains.

Westbound Triple Crown train 145 will sport an 8-hour, 45-minute transit time and is slated to depart Toronto at 3:45 p.m. Eastbound 144, with a 10-hour, 5-minute schedule, will depart Detroit at noon. That puts the train in Toronto at 10:05 p.m., nearly two hours after the scheduled departure of CN’s Montreal-bound RoadRailer. Triple Crown and CN may work toward a same-day connection for the traffic once the new trains have been running for a while, Newton says. The last RoadRailer on CPR will depart on October 31

TRAINS On-Line 10-25.

Iowa Interstate

There are additional ex-CSX/Conrail GP38s running around on the IAIS from LLPX (Locomotive Leasing Partners). The LLPX 2017 and 2031 were both released from the NRE, Paducah shop on October 8. The LLPX 2021 and 2039 were also headed for service on the IAIS. There has been no word if these units are intended for increased traffic, or if they will replace some of their older units....



Illinois & Midland - Fleet Changes

The Illinois & Midland, operating the former Chicago & Illinois Midland in central Illinois has been changing their motive power fleet lately. The former IC Paducah rebuilt SD20s are now down to only two engines, the 81 and 82. The other three (80, 83 & 84) went up to run the mine in Michigan's Upper Peninsula within the past year. With that move the road brought in four former Buffalo & Pittsburgh/Huron Central SD45s. The same corporation, Geneese & Wyoming, owns all of these roads. The 450, 456, 462 & 463 are all in service with I&M markings. The 450 is still in its old SP gray paint, but the other three are in the orange and black paint. Holdovers from C&IM days are the pair of SD18s, (60 & 60) and the world's only two RS1325s, (30 & 31). All of these units have been repainted in I&M orange and black. One of the RS1325s usually operates the local that runs out of Powerton up to Pekin and into the P&PU yard at East Peoria to perform interchange work.

Union Pacific

SD60S BACK IN SERVICE: Ten of the ex-C&NW SD60s have been placed back in service to provide for warranty protection service by General Electric. The fleet of 55 units has been out of service for about a year. These ten came from the North Platte, NE deadline. The units are the UP2125, 2150, 5945, 5962, 5964, 5965, 5966, 5969, 5998 & 5999. They were returned to service as of the end of September. They are expected to be in use at least until the end of the year. **REDESIGNED CAB FOR SD70M'S:** The UP SD70Ms 4837-4847 being built in London, ONT will reportedly have a redesigned cab. The cab is reported to be somewhat similar to the cab found on the Phase-2 SD90MACs, UP 8522-8561. These units should be delivered sometime in the next few months. **NEW DELIVERIES:** UP took delivery of 43 SD70Ms in September. Units 4813, 4830, 4832-4836, 5103-5114 from London, ONT and UP 5018, 5020-5042 from Mexico.

METRA

The new road units (their model designation is MP36PH-3S) are being constructed

out at the Boise Locomotive shop to replace the F40Cs. Metra held a citizen's advisory board meeting toward the end of September and had a report on the new units. As of then the 401 was 90% complete and was undergoing emissions testing. The unit was earmarked for additional testing at the Pueblo, CO test track and then be delivered to Metra in January of 2003. Additional locomotives were moving down the production line, with the 402 about 60% complete. (Your Editor [NWIC] received a picture of the 402 under construction and it has appeared to be an old SP-style nose-mount Gyra-lite, grafted into the roofline of the front of the 60gfh above the cab windows!--I'll bring the pix to the next meeting.) The 403, 404 & 405 were in various states of construction. The 27-unit order is expected to be completed by March of 2004.

Via North Western Illinois Chapter

Illinois Valley Commuter Rail Feasibility Study - Update

CTE Engineers of Chicago is currently conducting a study on the feasibility of initiating commuter rail service between La Salle and Joliet over the former Rock Island railroad right-of-way. Representatives of CTE gave an update on their findings at a steering committee meeting that took place at Starved Rock State Park on October 24.

Their ridership study anticipates that about 1,900 daily riders would use the Illinois Valley service upon startup and that three AM inbound trains and three PM outbound trains would be justified to meet the demand for service. The Illinois Valley trains would continue from Joliet over Metra's Rock Island District to La Salle Street Station in Chicago.

In order to accommodate the new 79-mph commuter trains without impacting the existing 40-mph CSX and Iowa Interstate freight trains currently using this route,

CTE recommends substantial improvements:

* Restore double track between Joliet and Morris with new continuous welded rail (\$18M per mile, 20.9 miles)

* Install additional sidings at Rockdale with relay rail

* Upgrade single track between Morris and La Salle with new continuous welded rail and additional sidings with relay rail (\$18M per mile, 37.3 miles)

* Install an all-new Centralized Traffic Control system for the entire route (\$60M total, 58.2 miles)

Via Blackhawk Chapter The Spike & Tie

(Editor: - The cost for adding double track and for upgrade seems high. We now build new track for about \$1 million per mile and upgrade for about \$500,000 per mile - depending on tie condition. Signaling will add to this cost but our West Virginia project is \$7.5 million for new Train Control for 30.2 miles including three new universal No. 20 control points and all new warning devices at all grade crossings.)

Operation Lifesaver appeals to media to stop using photos of people on tracks

Alarmed by a 23.6 percent increase in pedestrian rail trespass deaths in the first four months of 2002 compared to 2001, the nonprofit highway-rail safety group Operation Lifesaver is urging news media to refrain from using photos of people walking, sitting or playing on railroad tracks.

A four-color poster with samples of news photos, magazine covers and fashion spreads showing children and adults on the tracks is being sent to thousands of editors at newspapers and magazines nationwide.

Under the headline, "Losing Readers?" the eye-catching poster states, "More

than 500 Americans died as pedestrians on the rails last year, believing they weren't in any danger. Many people - even news photographers, writers and editors - confuse the area along the tracks with a public park. News photos and ads reinforce this notion.

"Nothing could be further from the truth," the Operation Lifesaver piece continues. "Tracks are private property, and these pictures show illegal, potentially deadly behavior. If you're on the tracks, the odds of meeting a train are increasing."

Operation Lifesaver President Gerri Hall explains the reason for the mailing. "We are constantly seeing - and writing letters to editors about - photos or stories that glamorize dangerous behavior around tracks and trains. Kids tend to imitate what they see in the media. With trespass deaths up sharply this year compared to last, we decided to appeal directly to the news media to let them know that railroad tracks are for trains, not people."

The group suggests that editors consider instead running a story about Operation Lifesaver's grassroots safety education program. The nationwide program certifies speakers who give safety presentations to community groups, schools, truck drivers, emergency response personnel and others.

NS Newsbreak 10/02

U.S. Steel to sell Transportation Operations

U. S. Steel has announced they plan to sell shortlines under the Transtar umbrella to Apollo Management, a new company created out of the acquired roads. Apollo Management holdings also include Pacer International, a logistical service provider to the transportation industry.

Roads to be acquired will include the Birmingham Southern Railroad and its subsidiary Fairfield Southern Co, the Elgin, Joliet and Eastern Railway Co, the Lake Terminal Railroad Company; the

McKeesport Connecting Railroad Company and the Union Railroad Company. These Transtar shortlines operated over 790 miles of railroad.

Two most likely buyers of the lines - shortline operators RailAmerica and Genessee & Wyoming were not involved in the deals, either because of a lack of interest, or an unwillingness to take on additional debt. Executives for both firms have recently stated that their companies are still aggressively looking to buy additional rail lines, both in the U.S. and abroad.

This summer, G&W bought Utah Railway, the 423-mile rail operation of Mueller Industries, for \$54 million. G&W also bought South Buffalo Rail from Bethlehem Steel in 2001 for \$33 million.

In addition to the Transtar business, the U.S. Steel divestiture includes the company's Clairton, Pa., and Gary, Ind., coke operations and its Minnesota iron ore operations. The nonbinding letter of intent signed on Oct. 16 detailed plans to include the company's coal operations associated with the Pinnacle No. 50 mine located near Pineville, W. Va., and the Oak Grove mine located near Oak Grove, Ala. In 2001, Transtar hauled an estimated 15 million tons of coal for U.S. Steel.

Transtar also will continue to provide U.S. Steel with domestic iron ore, coke supplies, and transportation services. The transition from U.S. Steel management to Apollo's leadership should be transparent, said Jim Bobich, Transtar vice president. He also indicated it was his impression that Apollo Management intended to run their newly acquired operations rather than resell them.



***Happy Thanksgiving from
the officers and staff of the
Danville Junction Chapter***

Canadian National to acquire Ontario Northland

Canadian National plans to acquire the struggling 700-mile regional railroad Ontario Northland. CN's proposal emerged the winner among four considered by the railroad's owner, the Ontario government. CN and the province announced on Friday that Ontario Northland's parent company, the Ontario Northland Transportation Commission, would negotiate the sale of the railroad exclusively with CN.

Privatization of the railway was ordered in December 2000 as part of a plan to break up the ONTC. The Y-shaped railway, whose primary connection is with CN at North Bay, links North Bay with the James Bay community of Moosonee in the north and Hearst to the west.

The terms of the deal were not disclosed, but CN said it hoped to complete negotiations with ONTC and Ontario Northland's unions by the end of the year. The deal is expected to close in the first quarter of 2003.

Keith L. Heller, senior vice president of CN's Eastern Canada division, said CN's plan "offers the best employment opportunities to ONRail employees, the best promise of improved service for North-eastern Ontario rail shippers and passengers, and the best prospects for future economic growth in the North.

CN said it would make capital investments in Ontario Northland and improve freight and passenger service. Ontario Northland's passenger trains include the Toronto-Cochrane *Northlander*, which runs over CN between Toronto and North Bay; the *Little Bear*, which provides freight and passenger service between Cochrane and Moosonee; and the *Polar Bear Express*, a same-day summer excursion service between Cochrane and Moosonee.

"CN's size and extensive network in Ontario mean that we can generate solid employment prospects for ONRail workers, offer training opportunities to enhance skill sets, and minimize potential job

impacts,” Heller said. CN plans to retain Ontario Northland’s North Bay shops and integrate them into its system.

BNSF completes opening of Chicago-area multimodal hub

Burlington Northern Santa Fe on Monday celebrated the opening of BNSF Logistics Park-Chicago, a multi-modal center it hailed as a new model for freight logistics services. The facility in Elwood, Ill., south of Joliet adjacent to the former Santa Fe transcontinental main line, is designed to integrate direct rail, truck, intermodal and transload services with distribution and warehousing in one location.

“BNSF Logistics Park-Chicago is a unique opportunity for shippers, particularly international customers, to integrate logistics and service improvements at a single location,” said Matthew K. Rose, BNSF chairman, president and chief executive officer. “This facility, and the adjacent CenterPoint Intermodal Center development, are establishing a new logistics standard to meet the forecasted growth in intermodal and automotive traffic for the next 20 years.”

BNSF’s 621-acre facility is part of a huge former government property, the Joliet Arsenal, being redeveloped for industrial and recreational use. BNSF also has options on more than 200 additional acres as the focal point of CenterPoint Properties’ 2200-acre portion of the intermodal, distribution center, and warehouse development portion. The \$250 million project has been in the works for seven years.

The intermodal facility, which opens Tuesday October 15 will enable BNSF to consolidate Chicago-area international distribution for shippers at a single location regardless of its West Coast port origination. Initially, the terminal will serve Maersk Sealand and its container traffic moving from ports in Southern California, Oakland and the Pacific Northwest.

“There will be a significant reduction in the number of local highway moves now required to reposition container chassis and service multiple international intermodal locations in the Chicago area,” noted Fritz Draper, BNSF vice president, business unit operations and support.

The intermodal facility will increase BNSF’s Chicago intermodal lift capacity by 400,000 to nearly 3 million annual lifts, with capacity expansion possible for another 800,000 per year. The center’s automotive facility, which opened in early September, is the first-of-a-kind “Gateway Hub” for BNSF dedicated to building automotive trains destined to all western markets.

BNSF Logistics Park-Chicago also has its own switching yard, which will enable BNSF to build trains faster and to easily combine intermodal and automotive trains to western markets.

TRAINS On-Line 10-14-02

Construction Projects

CSX Transportation

Blue Island – we are proceeding with design of the third main track from Harvey Junction to Blue Island Junction. Right of way is the issue at the present time with CSX Real Property Inc. working to get easements along the route. Utilities, especially WorldCom, fencing, buildings and other items are presenting a challenge. The retaining wall for the portion of roadbed that will be constructed under Metra has been presented to the railroad. We hope to obtain approval in early December so construction may start around March 1.

Another portion of the project will be built this year. We have started some grading between Western Avenue and the Little Calumet River. In addition a service road is being constructed south of Vermont Street on the Blue Island subdivision. CSX will install a No. 20 crossover between Vermont Street and the Calumet Sag Channel this year and place it in service around March 1. The main work at

Blue Island Junction will take place from July 30 to September 1 when the signals will be suspended and turnout replacement will start.

Walbridge, OH – design should start soon on a new single-span double track structure for the realignment of the former Toledo Terminal at Walbridge. A new control point “CP Apartment” will be constructed north of the yard and will be a split of the double track line to Stanley Yard and Walbridge Yard. Construction will start next year with elimination of the tower scheduled for early 2004.

Walbridge, OH – the turnpike connection design has started. CSX hopes to have all right of way acquired and approval from the STB to begin construction of the 8000-foot connection track to allow access to the south end of Stanley Yard.

West Virginia – bids were received on the MARC facility at Martinsburg and are being studied for cost savings. Track work at CP Shen is complete with signal moving in. Track work at CP Byrd is complete with signals starting this winter. Cutover of the entire 30 miles is scheduled for April 27, 2003. The last CP, Sandy Hook, will be constructed in March 2003.

Princeton, IN – we have submitted an estimate to begin design of a 7000 foot connection track between Norfolk Southern and CSX on the northwest side of Princeton. This connection will allow direct movement of a coal train from CSX onto NS. Involved will be right of way, several turnouts and track alignment along with a bridge.

Public Projects – our Indianapolis office has been very busy with staff added the middle of November. In Indianapolis work has started on the replacement of the U.S. 40 bridge west of town. Shop drawings are being reviewed and problems with embankment have slowed the project. At Clermont, northwest of Indianapolis, the contractor has started drilling the shafts for the abutments for the new bridge over SR 136. This work will be completed this fall with bridge construction starting in the spring. This will be a roll-in structure.

Other work includes bridges in northern

Ohio, especially the new underpass on Bagley Road in Berea. I-280 in Toledo finally saw trains on the temporary structure and removal of the existing bridge to be replaced. Columbus has 4 projects ongoing at this time and several will startup in the spring. In Indiana Bremen has completed the bridge and move the mainline back onto the new structure. Other work includes a bridge in Lapaz, Hobart and several in western Indiana. In Illinois phase one of I-57 is complete in the Chicago

area and most of the central Illinois project are being completed before winter. We have started handling preliminary review of grade crossing projects for CSX with several now in Indiana and Illinois and we handle all grade crossing work, preliminary to final, in Michigan.

Norfolk Southern

Illinois Route 3 – the relocation of Route 3 in Madison County is the result of the future construction of the new I-70 bridges over the Mississippi River. We have been reviewing the preliminary plans for the 11 new structures that will cross over NS. We are also reviewing the track plans for the relocation of NS in several places in Madison county. Work on the relocation is supposed to start in 2003.

Danville – construction of a new bridge over NS on 4th Street will start this spring and after completion Ill. Route 1 bridge will be reconstructed. In addition, once additional underground studies are completed the new bridge carrying 14th Street in Tilton over NS will be let for construction work.

Ohio area – several projects are in the process of finishing before winter begins.

Saltsburg, PA – the 4.5-mile line that NS will construct to reach the power plant will probably begin in 2003. The environmental and STB delays have extended the project 2 years beyond what NS had hoped.

Miscellaneous

We still have some projects for Conrail in the Detroit area but most are finishing up for winter. I am also involved in a major study on the north side of downtown St. Louis. URS is looking at redevelopment of the area north of the Arch with possible

consolidation of rail operations in the area. The study involves four of our offices as well as subconsultants and will be completed early next year. The Winter Avenue project is in design phase with preliminary CSX bridge design to be completed by December. Phase I is reconstruction of Winter Avenue from the park to Bowman Avenue in 2003 and the bridges in 2004.

Rick

Wheel Report

Dakota, Minnesota and Eastern Railroad hopes to begin construction of its \$2 billion Power River Basin project in early 2004. The spring of that year is being set as the ground breaking date for constructing the new line into the Wyoming coalfields. Construction will last through 2006.

Delays from legal battles, environmental issues, STB approval and other items along with acquisition of I&M Rail Link have caused the DM&E to postpone the work. In addition, the railroad is looking to add another large investor by the end of the year.

NS/BNSF started providing fifth-morning availability between San Bernardino and Columbus, Ohio. The new service bypasses the congested Chicago area and will travel through the Danville area. This is the fifth intermodal interline project offered by BNSF, four of which are with NS.

KBSR News - unfortunately, Alco Century #315 has been retired from service (cracked crankshaft). For the time being, Mid-America lease unit #1501 will be pressed into service, but a permanent replacement will be sought later on. 1501 had been scheduled to be returned to M-A until 315 broke down. There are now 4 engines on the dead line south of the shop area. The other three are RS-11's 301, 309 and 318. KBS is not looking specifically for an Alco to replace 315, but it is a possibility. Internet from Bill Gustason

Operating Ratios of the major Class I's - NS did quite well in the 3rd quarter and UP also performed very well. CN and CP had

pretty good results, CSX's were so-so and BNSF's were a disappointment. Below are the 3rd quarter operating ratios reported for the Big 6. They're expressed as the percentage of operating expenses to operating revenues, and hence the smaller the figure, the better. Note that NS's ratio improved markedly and BNSF's declined noticeably. To no one's surprise, CSX continues to trail the pack by a wide margin.

CN 67.8 (last year 67.5); CP 75.6 (last year 75.3); UP 78.3 (last year 79.4); NS 80.5 (last year 83.8); BNSF 81.6 (last year 78.3); CSX 87.3 (last year 86.7)

SANTA TRAIN - This year the CNIC will operate the Santa Train on Saturday, December 14th and Sunday, December 15th. Schedule is not yet finalized but will be shortly and I shall pass it along. The train will move south to Rantoul on the morning of the 13th.

A surprise this year, one of the E units will make an appearance this year as the north-bound unit. And yes, I will be there again this year. *Via Internet from Tuch*

The 2003 NRHS convention will be in Baltimore, MD from June 30 to July 6. On the next page you will find a copy of the preregistration form. For those attending you have until January 31 to register and receive details early.

2003 C&EI Historical Society Calendar

The 2003 calendar has been mailed to all members of the C&EI Historical Society. This year's calendar features photos of employees of the C&EI, a birds eye view of Corey Tower, a wide pan shot of the Danville station around 1930's and other memory shots of the C&EI.

To get your copy of this fine calendar send \$8.00 to C&EIHHS, Robert McQuown, 15 Woodland Drive, Bismarck, IL 61814.

THE FINE PRINT

- Preregistration fee is \$35 for the member, their spouse, children, or other household members living at the same address; it is nonrefundable.
- Preregistration fee entitles member household to one registration package.
- Preregistration forms must be postmarked by January 31, 2003. After that date, the member registration is \$45.
- One address only per form please.
- Preregistrants will receive the registration package for ticket ordering in advance of all other registrants. Preregistered members may only purchase tickets for those persons listed with their registration.
- Hotel reservation information for discounted convention rates, will be sent with the registration packages.
- Convention events are not yet finalized and subject to change.
- A \$35 fee will be assessed for checks returned by the bank for insufficient funds.

Mail completed form to:
Star Spangled Rails
 P.O. Box 441668
 Ft. Washington, MD 20749-1668



STAR SPANGLED RAILS
Baltimore 2003

MONDAY, JUNE 30 to SUNDAY, JULY 6, 2003

Come celebrate the 175th Anniversary of Railroading in the United States, and our nation's 227th Independence Day in Baltimore, Maryland. For your enjoyment, we have planned—

- A special multiple day pass package to the B&O Railroad Museum and the Fair of the Iron Horse Festival in Baltimore's Carroll Park (ticket purchase required),
- A grandstand seat available for every convention attendee for the B&O Museum's Fair of the Iron Horse Pageant parade (ticket purchase required),
- Coach and first class main line excursions behind vintage and modern locomotives,
- Night photo session led by *Railfan and Railroad's* Steve Barry,
- Fun regional and local railroad historical and rail fan tours,
- Educational seminars on railroads and their history; a railroadians show,
- An annual banquet along with national board and membership meetings,
- Sightseeing tours to the area's historic mansions, monuments, and more,
- Convention accommodations at the fabulous Wyndham Inner Harbor Hotel
- And a grand 4th of July fireworks display over Baltimore's Inner Harbor.

Star Spangled Rails is a joint convention of the National Railway Historical Society and the Railway & Locomotive Historical Society, sponsored by the Washington DC Chapter, NRHS and the R&LHS. We look forward to welcoming you to Baltimore!

More info: www.starspangledrails.org or info@starspangledrails.org

STAR SPANGLED RAILS, BALTIMORE 2003 PREREGISTRATION

Name: _____
(as you wish it to appear on your convention name badge)

Address: _____

City, State, Zip: _____ Country: _____

Phone: Day: _____ Evening: _____

E-mail address: _____

MEMBER NRHS; Member Number: _____

OF: Associate or Home chapter: _____

R&LHS; chapter, if any: _____

Both (list chapters and NRHS Member Number above)

PAYMENT Check for \$35 payable to 'Baltimore Rail Convention 2003'

METHOD: Charge the \$35 fee to my VISA MasterCard

Name on Credit Card: _____

Credit Card #: _____ Exp. Date: _____

Signature: _____

(Required for credit card payment)

OFFICE USE ONLY: ID # _____ PR # _____ CCA # _____

ADDITIONAL REGISTRANTS

attending with member (Spouse, children or other household members living at the same address):

1. _____
2. _____
3. _____
4. _____
5. _____

No, I don't wish to preregister; mail me the registration package when available. Note for this option per NRHS & R&LHS policy:
 -registration packages will be sent not less than 15 days after being mailed to preregistrants;
 -ticket orders will not be filled until 30 days after preregistrant mailing;
 -full member registration fee of \$45 is required with order.